

1944.

VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF

THE VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1944.

PRESENTED TO BOTH HOUSES OF PARLIAMENT PURSUANT TO ACT 19 GEO. V No. 3769.

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS
FOR THE YEAR ENDED 30TH JUNE, 1944.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne.

27th September, 1944.

To the Honorable the Minister of Transport.

SIR,

In conformity with the provisions of Section 99 of the *Railways Act* 1928, No. 3759, we have the honour to submit our Report in respect of the year ended 30th June, 1944.

The financial results of working the railways, electric tramways, and road motor services under our control were:—

GROSS REVENUE		£	s.	d.
		15,974,634	8	3
		£	s.	d.
WORKING EXPENSES		13,314,504	5	0
Less Amount charged to Special Funds*		18,608	11	10
		13,295,895 13 2		
WORKING EXPENSES CHARGED TO RAILWAY REVENUE ..		13,295,895	13	2
		2,678,738 15 1		
NET REVENUE		£	s.	d.
Interest Charges and Expenses (including Loan Conversion Expenses)		1,901,656	6	7
Exchange on Interest Payments and Redemption ..		201,321	8	11
Contribution to National Debt Sinking Fund ..		127,624	11	1
		2,230,602 6 7		
TOTAL INTEREST, EXCHANGE, ETC.		2,230,602	6	7
		448,136 8 6		
SURPLUS		448,136	8	6

* For details see page 6.

Summary of the Financial Results by contrast with the Results in the Preceding Year.

—	Year 1943-44.		Year 1942-43.		Increase (+) or Decrease (—) in 1943-44.
—	£	s. d.	£	s. d.	£ s. d.
Gross Revenue—					
Railways	15,881,887	13 2	17,029,660	7 8	— 1,147,772 14 6
Electric Tramways	86,798	19 7	84,096	8 3	+ 2,702 11 4
Road Motor Public Services	5,947	15 6	6,466	12 0	— 518 16 6
Total	15,974,634	8 3	17,120,223	7 11	— 1,145,588 19 8
Working Expenses—					
Railways	13,232,025	6 10	14,071,318	9 7	— 839,293 2 9
Less Charged to Special Funds :—					
Trust Fund Railway Works (Defence Purposes)	721	19 0	2,452	8 9	— 1,730 9 9
Federal Aid Roads and Works Grant Surplus Revenue Act	17,886	12 10	20,000	0 0	— 2,113 7 2
Commonwealth—State Air Raid Precautions Account .. .. .	..		8,710	16 9	— 8,710 16 9
	13,213,416	15 0	14,040,037	9 7	— 826,620 14 7
Electric Tramways	62,702	14 5	58,403	9 5	+ 4,299 5 0
Road Motor Public Services	19,776	3 9	20,499	18 6	— 723 14 9
Working Expenses charged to Railway Revenue	13,295,895	13 2	14,118,940	17 6	— 823,045 4 4
Net Revenue	2,678,738	15 1	3,001,282	10 5	— 322,543 15 4
Interest Charges and Expenses (including Loan Conversion Expenses)	1,901,656	6 7	1,889,544	17 0	+ 12,111 9 7
Exchange on Interest Payments and Redemption	201,321	8 11	197,674	4 6	+ 3,647 4 5
Contribution to the National Debt Sinking Fund	127,624	11 1	126,360	15 9	+ 1,263 15 4
Total Interest, Exchange, &c.	2,230,602	6 7	2,213,579	17 3	+ 17,022 9 4
Surplus	£448,136	8 6	£787,702	13 2	— £339,566 4 8

Comparison of the Results of Working (exclusive of Electric Tramways and Road Motor Public Services) with those in the Three Preceding Years.

	Year 1943-44.	Year 1942-43.	Year 1941-42.	Year 1940-41.
Average Mileage of Railways operated	4,751	4,758	4,746	4,759
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	2,222,641	3,327,691	3,813,653	3,829,515
" " Rail Motors	485,787	598,288	594,338	784,453
" Suburban	7,647,582	7,779,963	7,738,070	7,634,119
" " Rail Motors	48,662	48,378	47,770	39,413
Mixed	494,825	616,535	706,448	541,881
Goods (including Live Stock)	5,513,909	6,065,678	5,348,434	4,937,666
Total	16,413,406 (a)	18,436,533 (a)	18,248,713	17,766,987
Number of Passenger Journeys	194,137,624	195,830,057	180,981,900	159,218,412
Tonnage of Goods	7,564,442	8,017,601	6,765,413	5,881,921
Tonnage of Live Stock	Est. 729,784	Est. 741,512	737,227	740,864
REVENUE.				
Passenger, &c., Business.				
	£	£	£	£
Passengers	6,583,267	7,065,635	6,298,527	5,003,896
Parcels, Horses, Carriages, and Dogs	443,060	400,101	407,455	328,138
Mails	111,560	78,104	78,285	77,495
Miscellaneous	36,505	43,225	36,169	26,725
Goods, &c., Business.	7,174,392	7,647,005	6,820,436	5,436,164
Goods	Est. 6,710,349	Est. 7,382,881	5,847,163	4,744,239
Live Stock	Est. 611,194	Est. 621,016	617,940	619,185
Miscellaneous	163,588	136,720	108,049	66,206
Other Services.	7,485,131	8,140,617	6,573,152	4,859,630
Dining Car Services	48,162	47,099	64,366	56,027
Refreshment Services	695,889	719,068	610,066	463,221
Advertising	37,974	34,568	35,842	37,097
Bookstalls	123,191	113,588	108,580	93,127
	905,216	914,323	818,854	649,382
Sale of Electrical Energy	60,856	59,820	57,939	48,536
Rentals	177,530	186,914	171,861	160,005
General Miscellaneous	44,531	45,313	41,597	46,559
Recoups by Treasury of loss resulting from—				
Reduction in outer suburban fares	30,000	33,000	36,000	39,000
Working of certain lines of railway, &c.	4,232	2,608	..	147
Concession fares to members of Defence Forces	(b)	(b)	(b)	(b)
Total	15,881,888	17,029,660	14,519,839	11,239,423
WORKING EXPENSES.				
	£	£	£	£
Transportation Branch	2,959,544	2,930,640	2,556,197	2,310,561
Way and Works Branch	2,588,394	2,455,343	1,988,309	1,787,963
Rolling-Stock Branch—Operating Expenses	2,158,278	2,250,920	1,855,054	1,546,938
" " Repairs and Renewals	1,718,908	1,500,907	1,312,853	1,281,306
Contribution to Railway Renewals and Replacements Fund	1,050,000	1,800,000	1,500,000	525,000
Electrical Engineering Branch	536,741	482,792	501,217	331,799
Stores Branch	172,598	156,346	136,196	127,034
General Expenses	239,804 (c)	225,390 (c)	214,508 (c)	202,550 (c)
Miscellaneous Operations	747,451	746,137	663,872	545,947
Payment into Railway Accident and Fire Insurance Fund	99,453	47,685	43,964	24,656
Repayment to Public Account (Act No. 4499) .. .. .	..	..	100,000	100,000
Child Endowment Pay-roll Tax	201,494	194,643	163,761	..
War Damage Insurance	33,918	68,904	30,521	..
Air Raid Precautions	11,943	51,064	113,221	..
Long Service Leave	33,559	12,970	..	..
Provision for Deferred Ordinary Way and Works Maintenance	54,000	400,000	..	..
Provision for Accrued Leave	167,771	285,000	..	..
Total Working Expenses (exclusive of Pensions)	12,773,856	13,608,651	11,179,673	8,783,754
Pensions	458,169	462,668	471,455	474,762
Total Working Expenses	13,232,025 (d)	14,071,319 (d)	11,651,128	9,258,516
Less Expenditure charged to Special Funds	18,608 (e)	31,281 (e)	51,548	299,580
WORKING EXPENSES charged to Railway Revenue	13,213,417	14,040,038	11,599,580	8,958,936
Percentage to Gross Revenue	83.20	82.44	79.89	79.71
Net Revenue	2,668,471	2,989,622	2,920,259	2,280,487
Interest Charges and Expenses (including Loan Conversion Expenses)	1,895,527	1,883,943	1,942,912	1,914,782
Exchange on Interest Payments and Redemption	200,683	197,064	208,886	205,902
Contribution to National Debt Sinking Fund	127,234	126,006	123,911	122,067
TOTAL INTEREST, EXCHANGE, ETC.	2,223,444	2,207,013	2,275,709	2,242,751
SURPLUS	445,027	782,609	644,550	37,736

(a) For details see Appendix No. 8. (b) Included in Passenger Revenue (1943-44, £279,500; 1942-43, £357,000; 1941-42, £198,000; 1940-41, £60,844). (c) Includes Superannuation Contributions on behalf of employees serving with Defence Forces (1943-44, £17,064; 1942-43, £16,026; 1941-42, £10,866; 1940-41, £8,500). (d) For details see Appendix No. 2. (e) For details see page 6.

Financial Review—1943-44.

The year's operations resulted in a surplus of £448,136—£339,566 less than the previous year's surplus. The following were the main variations in earnings and expenditure, viz. :—

	£	£
Decreased Revenue	1,145,589	
Increased Interest Charges	13,261	
„ Exchange Charges	3,647	
„ Sinking Fund Charges	1,264	
	<hr/>	1,163,761
<i>Less—</i>		
Decreased Working Expenses	823,045	
„ Loan Conversion Expenses	1,150	
	<hr/>	824,195
Decline in Surplus		<hr/> <hr/> 339,566

Although there was a heavy decrease in revenue compared with the record revenue of the previous year, the total receipts were the second highest in the history of the service.

The decrease in earnings, which occurred principally in passenger traffic (£482,368) and goods and live stock traffic (£655,486) was mainly the result of the changed conditions in the Pacific war zone, which led to a substantial decline in the volume of defence traffic, both passenger and goods; the drastic reductions which had to be made in passenger and goods services owing to the inadequacy of the coal supplies available for railway use (which is more particularly dealt with under the heading of “Coal Supplies”), and other causes arising out of the war.

The working expenses amounted to £13,295,896—a decrease of £823,045 compared with the previous year. The following are the main items which contributed to this reduction :—

<i>Decreases—</i>	£	£
Contribution to the Railway Renewals and Replacements Fund	750,000	
Commonwealth War Damage contributions	35,000	
National Security expenditure	30,000	
Writing off in the previous year the cost of certain sections of line which were abolished	140,000	
Reserves for deferred ordinary maintenance and accrued staff leave	463,000	
	<hr/>	1,418,000
<i>Increases—</i>		
Higher salaries and wages under awards, &c.	180,000	
Increased coal costs due to higher prices, poorer quality, overlanding costs, &c.	121,000	
Ordinary and long service leave	90,000	
Extra day (Leap Year)	25,000	
Overtime payments	72,000	
Additional maintenance work (Way and Works and Rolling Stock Branches)	223,000	
	<hr/>	711,000
		<hr/> <hr/> £707,000

The balance of the decrease in expenditure (£116,000) is more than accounted for by the operating savings resulting from the reduced volume of traffic. As pointed out in previous reports, the remarkable increases in traffic in the earlier years of the war did not entail a proportionate increase in operating costs, as a substantial amount of the additional business (particularly passenger and high grade goods traffic) was carried by ordinary trains at very little extra cost. Now, when a progressive decline in traffic is taking place, it is impracticable to reduce operating expenditure in anything like the same ratio as the fall in revenue.

The total contribution to the Railway Renewals and Replacements Fund was £1,050,000, compared with £1,800,000 in the previous year. Although this contribution is somewhat greater than that which would be required to take care of the depreciation occurring in a normal year, the rolling stock, equipment, tracks, &c., are being subjected to far more wear and tear than under peace-time conditions. Shortage of manpower and difficulty in obtaining essential materials again restricted the amount of renewal and replacement work that could be done. We have previously referred to the fact that deterioration of the property proceeds at an accelerated rate when current maintenance is deferred. The arrears will inevitably have to be overtaken at a later date, and advantage has been taken of the buoyancy of the railway revenue to make further provision towards meeting them.

As it has again been impracticable to undertake all the ordinary maintenance work such as sleeper renewals, renovation of buildings, and general track maintenance which should have been done, an amount of £54,000 has been charged against working expenses and credited to the reserve fund which was initiated last year for the purpose of overtaking the arrears as soon as circumstances permit.

A considerable amount of annual leave, which became due during the year, also had to be deferred because of the reduction in staff due to enlistments, &c., and the sum of £167,771 towards meeting the cost of this commitment in the future was charged against the working expenses and added to the reserve.

As in the previous year, and for the reasons then given, the working expenses include provision for an increased payment of 5s. per ton for coal from the State Mine owing to the influence on the price of State Mine coal of the higher costs entailed in overlanding New South Wales coal. As mentioned elsewhere in this Report, we were involved in an additional net expenditure of £220,000 during the year for overlanding coal from New South Wales, 50 per cent. of which was Lithgow coal of inferior quality to Maitland coal.

Although the demands for service were somewhat less than in the previous year, the difficulties associated with the handling of the traffic were far greater because of the restricted coal supplies. As stated in another section of this report, we were obliged early in the year to introduce drastic curtailments of passenger and goods services. These restrictions have entailed and are still entailing serious inconvenience and loss to railway users in this State. No other State has been obliged to suffer anything like the restrictions which had to be imposed in Victoria. The pressing need for increasing supplies of coal for railway use, and for equality of sacrifice as between the various States, was frequently brought before the Coal Controlling Authorities, but with very little result.

The precarious position in which the railways, and trade and industry generally throughout the State, have been placed, emphasizes the disadvantage of dependence on New South Wales for the bulk of the fuel required in Victoria and the desirability of developing to the fullest extent Victoria's own resources of fuel.

We have done some experimental burning of brown coal both in raw form and as briquettes at the Newport Power Station, with a limited amount of success, and the experiments are being continued. Under war conditions, the requisite mechanical equipment for experimenting with locomotives is unprocurable, but experiments will be continued as soon as the situation permits. Another avenue which it is proposed to explore at the first opportunity is main line electrification. This, of course, would necessarily form part of a long range post-war programme.

Post-War Works. .

Although a limited amount of progress is being made with the preparation of plans for post-war works, the serious depletion of the technical staffs makes it impossible to proceed at anything like the rate desired. Investigation of various

matters associated with the unification of Australian railway gauges, which we hope will be undertaken early in the post-war period, is being given preference to a large extent. We are continuing our efforts to obtain additional technical staff so as to obviate undue delay in undertaking the vast programme of rehabilitation and improvement work which, if this Department is to play its proper part in post-war transport, will require to be pressed on with as soon as the opportunity offers.

Whilst the carrying out of our comprehensive post-war programme will place this System in a position to meet all the peace-time demands which are likely to be made upon it, we wish to stress the importance of taking definite action to ensure that there will not be a recurrence of the destructive competition which existed before the war.

The lessons of the past five years have amply demonstrated, not only in Australia but in many other countries, the paramount importance of an efficient railway system, capable of rapid expansion to meet a national emergency.

It is therefore essential, so long as railways remain an indispensable means of transport both in peace and in war, that they be maintained in a sound condition, and that the development of other forms of transport, whether by road or by air, should be in their proper economic spheres and not at the expense of railway efficiency.

From the aspect of general state finance, this consideration assumes even greater importance since the Commonwealth Government is now the sole taxing authority.

Road Competition.

The restrictions imposed under National Security Regulations upon the use of commercial road vehicles continued throughout the year.

Apart from the instances in which road transport was specially authorized to carry commodities that the railways were obliged to refuse because of the shortage of coal, the most noticeable instance of duplication of transport occurred between Melbourne and Geelong. Although most of the traffic could have been efficiently moved by railway, it is estimated that approximately 50,000 tons of goods of all descriptions were carried by road, chiefly by regular hauliers, but partly by merchants and manufacturers using their own vehicles "in the course of trade".

In addition, a number of hauliers, whose activities had not been interfered with because their vehicles were operated on producer gas, continued to carry general goods more or less regularly between the metropolis and various country centres served by railway.

However, the extent of duplication of facilities for long-distance transport of either goods or passengers was relatively small by comparison with the pre-war position.

In normal times, we would have welcomed the opportunity afforded by the greater control of road transport to refute many of the arguments that have been commonly advanced in favour of duplication of service. Unfortunately, difficulties created by the shortage of coal and also of qualified manpower have prevented the railways from demonstrating their potential capacity. It is nevertheless significant that despite these serious handicaps, and our inability to build up our resources in peace time because of the inroads of competition, a vastly greater volume of traffic, both goods and passenger, has been handled in the war years than during any other period of railway history.

In 1942-43—the year of greatest traffic—2½ million (or 46 per cent.) more tons of goods, and nearly 54 million (38 per cent.) more passengers were carried than in the year before the outbreak of war. This is at once a practical demonstration of the latent capacity normally available for additional traffic, and a tribute to the efficient teamwork and loyal co-operation by the rank and file of the staff.

This war, with its tremendous demands upon transportation throughout the length and breadth of Australia, has made it abundantly clear that, as a defence measure, our railway system must be maintained in a high state of effectiveness.

The position was excellently depicted in the following reference recently made by the Minister of Transport, Great Britain, to the British railways :—

“ The war has made it clear that the railways are a national asset which must be maintained in full efficiency. This is absolutely necessary, not only for trade and industrial purposes, but for defence. From this it follows that the financial position of the railways must be firmly established. We cannot allow such a vital service to be starved of proper maintenance and improvements, owing to shortage of funds or inability to raise new capital.”

Air Competition.

The popularity of the air for inter-capital journeys has already been established, and post-war developments will no doubt include additional services for long journeys between other large centres of population.

We consider, however, that such developments on routes competitive with the railways should not be fostered by subsidies, hidden or otherwise. We also think that, just as harbour dues are levied against shipping, civil air services should bear a due proportion of the cost of ground and other facilities now provided at the public expense.

The considerations which have forced Governments of almost all countries to establish some measure of control over road transport apply equally to commercial air services. Without some such control, it may be expected that the history of competitive road transport after the last war will be repeated by air competition after the present war.

We desire to urge therefore that, before definite plans for the future of air transport are allowed to advance too far, steps should be taken to establish adequate control—and by this we do not imply harsh restrictions—over the future development of air transport, whether engaged in interstate or intra-State services. Any body set up for this purpose should undoubtedly include representation of the railways as well as of the Defence authorities.

Capital Expenditure, Loan Funds, &c.

At 30th June, 1944, the aggregate expenditure on property and equipment (excluding stores and materials), after writing off the amount transferred to the State's general account as from 1st July, 1937, by Act No. 4429, and after providing for depreciation and replacements since the latter date, was £51,190,982.

Included in the capital expenditure was an amount of £6,210,519 which had been provided from funds (excluding the Railway Renewals and Replacements Fund) bearing no interest. The expenditure under this heading during the year was £41,598, for work charged to Trust Fund, Railway Works (Defence purposes).

The total loan liability at the close of the year, after allowing for securities (£4,154,807) purchased by the National Debt Sinking Fund and cancelled, was £46,239,151, representing a net increase during the year of £245,368. The gross increase was £595,754, but this was reduced by securities purchased and cancelled by the National Debt Sinking Fund (£350,386).

Operating Results.

Under another heading we have given some account of the steps which had to be taken to reduce the volume of goods business, because of the coal shortage. The adoption of these arbitrary methods of curtailing traffic naturally had some influence—favourable in certain respects and unfavorable in others—upon the results achieved, as reflected by the usual operating statistics, some of which are given below—

	1943-44.	1942-43.	1939-40.
Tonnage per loaded truck mile	9.50	9.47	8.91
Average truck miles per day	29.40	30.8	24.5
Ton miles per truck per day	205.69	216.2	151
Gross ton miles per train hour (goods)	5,414	5,183	5,048
Contents load per goods train mile (tons)	209	199	176

Control by Commonwealth under National Security Act.

Apart from administrative changes in the Commonwealth Department of Transport in March last, there has been no important variation in the nature of the control.

Interstate passenger travel continued to be subject to the issue of permits under Commonwealth order. With a view to minimizing the number of vacant seats in the interstate trains, some relaxation was agreed upon during the year in the application of discretionary sections of the order. At our suggestion, the order was also modified to enable holders of priorities in groups 5, 6, 7 and 8 to reserve their rail accommodation on the evening before the day of travel, instead of on that day only.

In December a new priority (No. 9) was established to enable persons engaged in work associated with the war effort, school teachers, nurses, &c., to travel interstate once a year to visit their homes, or (in the case of single workers) their parents.

The severity of the restriction placed upon the running of additional trains during the Christmas and New Year and Easter holiday periods formed the subject of strong protests, both by ourselves and by the Premier, to the Commonwealth Authorities. Although the principle aimed at was said to be equality of sacrifice as between States, it was quite obvious that Victoria was being subjected to undue restrictions, as the proposals provided for a proportionate reduction in the current services, which, because of the coal situation, had already been far more severely limited in Victoria than elsewhere.

Our proposal was that at Christmas and New Year we should be permitted to schedule the same total train mileage as in the previous year, when, in a period of slightly over three weeks, although the special train mileage had been reduced to almost a negligible quantity, ordinary and additional trains combined involved approximately 241,000 miles. This year, however, the total train mileage which we were able to provide was only 175,000 miles, notwithstanding that provision had to be made for large numbers of workers in vital industries who could not be granted holidays in the preceding year. Similarly, in ten days at Easter, we were able to provide a total mileage (ordinary and special) of only 69,000 miles, compared with 90,000 in the preceding year and a very much higher mileage in normal times.

Apart from the directions indicated, the powers of the Commonwealth were exercised mainly in the regulation of interstate goods traffic, particularly at times of congestion at border stations, but they were also used to restrict the movement of racehorses, stud cattle and stud sheep, and certain specified commodities, and (in collaboration with the Australian Meat Controller) of general livestock traffic. Two new orders were made—No. 18, which requires a declaration to be made by the consignor of any horse with a view to preventing infringements of the embargo upon the transport of racehorses, and No. 19, which prohibits the carriage of circus animals and equipment, amusement park or shooting gallery equipment, or theatrical scenery, except on a Commonwealth permit.

On the introduction of restrictions which we were obliged to impose upon the carriage of goods on the Victorian system in September, because of the coal shortage, persons who desired to despatch commodities included in the prohibited list were required to make application to the Civilian Requirements Board (Department of War Organization of Industry), which arranged with the Commonwealth Transport Department for carriage if the circumstances justified such a course. In view of the volume of work entailed, and as experience had shown that most of the goods concerned were in short supply and were being distributed to essential services, this procedure was discontinued as from 1st May. From that date the issue of permits for the few items retained in the prohibited list was undertaken by our own organization.

Restrictions in Services Owing to Coal Shortage.

Although reduced steam passenger train services had remained in operation since early in 1942, supplies of coal were so inadequate that our stocks became almost exhausted early in the financial year. We were therefore obliged to make further substantial curtailments of passenger services as from 8th September, and to continue them throughout the year.

The drastic nature of these restrictions will be apparent from the fact that the curtailed scheduled passenger train mileage was only 52 per cent. of that previously operating, and 44 per cent. of the mileage prior to the reductions in 1942.

Simultaneously, country day return tickets, which had been introduced to stimulate traffic, were withdrawn from issue.

The reservation of seats was also abolished, except on interstate trains, so as to facilitate the seating of extra passengers. On the Mildura line, from which the sleeping car was withdrawn, seat-booking in one first and one second-class car was reintroduced as from 25th September.

To enable overcrowding of country passenger trains from Melbourne to be kept within practical limits, the system was introduced of requiring all passengers to have their tickets endorsed for a particular train and date. In the "up" direction such a method is not practicable, and on occasions it has been necessary, owing to heavy overcrowding, to limit booking at country stations.

To provide for the greatest possible number of passengers by the reduced services, some "excursion" and non-corridor cars were placed on country trains. These cars are of lighter weight and have much greater seating capacity than the regular cars.

The suburban electric services, operated by power generated from small coal supplemented by current supplied by the State Electricity Commission, were not affected as early as the country steam services. In February, however, the Commission found itself unable to supply current for railway use owing to the low level of the Latrobe River, while disastrous fires which occurred at Yallourn on 14th February not merely maintained this inability, but created an emergency in which we felt bound to assist by supplying current to the Commission.

In consequence of these conditions, we were compelled to reduce the suburban services as from 16th February. Broadly stated, the week-day (including Saturday) reductions amounted to about 10 per cent. during peak hours and 50 per cent. at other times. On Sundays the "church" trains only were run in the morning, trains scheduled to leave Melbourne after about 10 p.m. were cancelled, and during the afternoon and evening a reduction of approximately 50 per cent. was made.

With the cessation of the emergency conditions, the ordinary suburban services were resumed on 24th February.

As from 4th June, similar restrictions were enforced by the coal situation, but with some improvement in the deliveries of small coal, and assistance from the State Electricity Commission, we were able to revert to normal services on 25th June, except for some cancellations which still apply on Sundays.

Curtailments of passenger services were not alone sufficient to keep coal consumption down to the level of coal deliveries; heavy restrictions of goods and livestock traffic also had to be made.

In the case of livestock, the number of trucks supplied for loading was restricted during a considerable portion of the year by the Commonwealth Transport Department, working in conjunction with the Australian Meat Controller.

An important step in securing a reduction in goods traffic was the closing of the Melbourne goods sheds for the receipt of goods at 10.30 a.m., and, as from 18th October, at 10 a.m. Later on—as from 1st February—we were able to extend the closing hour to 11 a.m., except as regards certain outside roads and platforms.

Traffic from country stations was governed largely by the limited number of trucks forwarded from Melbourne, and an order of preference for their loading was established, under which Defence requirements naturally were at the head of the list, followed by perishables, other foodstuffs, export traffic, charcoal, wheat in bulk, firewood, and all other traffic, in that order.

We were obliged also to discontinue the conduct of goods business at suburban stations, except in truck loads.

In addition, a considerable number of commodities were placed upon a prohibited list, and were accepted only on production of a permit obtained on application to the Civilian Requirements Board. Towards the end of the year the number of prohibited commodities was substantially reduced, and the regulation of their carriage taken over by our own organization, as mentioned elsewhere.

Action was taken, after consultation with all the interests concerned, to eliminate as far as practicable, as from 1st December, conflicting or cross-movements of flour mill products and superphosphates. By this means more effective use of rolling-stock was secured, and coal and man power became available for other traffic.

Restrictions were also made in the carriage of parcels, and the amount of luggage carried free for intra-State passengers was reduced from 112 lb. (first-class) and 84 lb. (second-class) to 56 lb.

Inevitably, all the steps which were thus forced upon us by insufficient coal supplies resulted in inconvenience in one form or another to railway users. Passenger travel was frequently attended by discomfort. Because of the long and crowded trains—in some instances, the loads were equivalent to those of goods trains—and the poor quality of a great deal of the coal used, much late running was unavoidable. We believe, however, that the majority of people preferred to accept these discomforts rather than a severe limitation in the number carried.

Generally speaking, the attitude of the public has been one of tolerance and understanding, but we share the fear entertained by railway administrations in other countries, that war-time conditions may do much harm to the reputation of railways as a mode of travel, and that in the minds of at least a section there will be a tendency to regard them as representing a normal standard. We have endeavoured by pamphlets and other publicity to counteract any such view, and have freely expressed our own dissatisfaction with what we are able to offer to our patrons.

In some quarters there appears to have been scepticism as to the necessity for the restrictions. We think it advisable, therefore, to draw attention to the fact that at the close of the previous year (i.e., at 30th June, 1943), the stocks of large coal were less than the requirements for three weeks, and the position was one of constant anxiety. At that time, the average consumption of large coal was somewhat in excess of 9,000 tons per week, and on 4th September (or approximately the time when further restrictions became necessary) the stock of such coal was only 18,500 tons, or equivalent to about two weeks' supply at the then rate of consumption.

By means of the action taken, the consumption of large coal was reduced to about 7,000 tons per week, but even so, supplies have been so inadequate and irregular that at one time in June last we had only about 10,500 tons in hand—sufficient for about ten days at the greatly curtailed rate of consumption.

In the case of small coal, omitting the emergency created by the bush fires in February, the position did not become so serious until June, when, with a consumption of about 3,000 tons per week, the quantity of small coal on hand fell to a little over 4,000 tons, necessitating the restrictions already described. With an improvement in deliveries, and with the help of current supplied at week-ends by the State Electricity Commission, the stock at 30th June (a few days after the lifting of the restrictions) had risen to about 6,500 tons.

In the face of these figures, there was clearly no alternative to the drastic action taken.

Another opinion which seemed to gain some prevalence was that the country train service reductions were unduly heavy by comparison with those operating in the suburbs. The fact is, of course, that each type of service had of necessity to be restricted in accordance with the available quantity of the type of coal (large or small) upon which it depends. We have endeavoured by suitable publicity to make this clear and to explain why the small coal, even if it were available, could not be used in our present steam locomotives.

The Railway Staff and the War.

At 30th June, 3,108 officers and employees had been released to the armed forces. It is recorded with regret that 73 are known to have lost their lives. A list of their names appears elsewhere in this Report. 387 have been discharged from the forces and have resumed duty in the Department—191 of them during the year under review.

Apart from those released for active service, 468 officers and employees were on loan to other Government Departments. Of this number 186 were employed with the Commonwealth railways, and 16 with the Queensland railways, to meet war transport needs.

The total number on leave with the armed forces or other departments at the close of the year was 3,189, an increase of 67 for the year.

In addition, time equivalent to approximately 1,303 employees was worked on the manufacture of munitions and tools for defence requirements.

Many other officers and employees sought permission to volunteer for active service, but we were reluctantly unable to release them because of a serious staff shortage.

The labour strength of the Department suffered considerably through inability to replace losses due to retirements, deaths, ill-health, &c., and in spite of the employment of additional females, it was necessary to curtail the granting of annual leave, and in many instances to continue the working of substantial overtime.

The seriousness of the situation was frequently brought under the notice of the Transport and Manpower Directorates, but with very little result.

The Victorian Railways Patriotic Fund Committee, which was inaugurated in September, 1940, has been most successful in its operations, and at 30th June, 1944, had raised no less than £47,000 for distribution. During the year additional auxiliaries were formed, and further substantial donations were made to the Australian Red Cross Society, the Australian Comforts Fund, the Ballarat Patriotic Funds' Council, and other movements connected with the war effort. Subscriptions continue to come forward at the rate of approximately £1,000 per month, the nucleus of which is a voluntary contribution of 3d. per week from a considerable proportion of the staff, through the medium of the pay rolls.

Bush Fire Damage.

Severe damage to railway property, and interruption of train services, were caused by bush and grass fires during the summer months.

On 14th January a fire in the district traversed by the Gheringhap-Maroon line caused damage necessitating the transfer of passengers to other routes for a few days, while local services from each end of the line were in operation from 21st January to 16th February, when the normal schedules were resumed.

On 14th February, destructive bush fires in Gippsland resulted in the cessation of the regular train services between Morwell and Traralgon for several days, on the Yarram-Woodside line until 27th March, between Traralgon and Sale (via Rosedale) until 4th April, and on the North Mirboo line until 5th May. Between Traralgon and Sale, however, a service was run via Maffra from 17th February onwards.

At Everton, in the North-eastern district, a fire early in January caused the destruction of the signal-box, coal stage, and stationmaster's residence, but no suspension of train service was involved.

In addition to the serious damage to bridges and culverts, these fires resulted in the destruction of thousands of sleepers and many miles of fencing, and in all will involve an expenditure of approximately £60,000

The Wheat Harvest.

For the third time in the last six years, rainfall was below normal, and there was a poor harvest. From 1,793,428 acres under crop in Victoria, only 19,733,428 bushels were produced—an average of 11 bushels per acre. In the previous year the average was 19.49 bushels (a record for Victoria), and the yield 41,803,107 bushels.

Our transport of wheat is not confined to that grown in the State, but includes wheat grown in contiguous districts in South Australia and New South Wales.

Comparative figures are given below of the wheat produced and railed during the last five years:—

Year.	Number of Bushels Produced in Victoria.	Number of Bushels of Wheat Carried by Rail from Country Districts in Victoria, New South Wales, or South Australia.		
		In Bags.*	In Bulk.	Total.
1943-44	19,733,428	7,099,632	17,499,300	24,598,932
1942-43	41,803,107	13,190,708	22,054,432	35,245,140
1941-42	46,953,840	8,205,249	12,555,456	20,760,705
1940-41	13,521,422	12,147,246	5,691,795	17,839,041
1939-40	45,054,592	26,977,026	6,033,999	33,011,025
Record years (1915-16 for production ; 1916-17 for carriage)	58,521,706	55,385,466	..	55,385,466

* Calculated at 3 bushels to the bag.

The quantity of wheat exported amounted to 3,939,672 bushels, compared with 5,068,260 in 1942-43.

The "carry-over" at the close of each of the last two years was as follows:—

	At 30th June, 1944.			At 30th June, 1943.		
	In Bags.	In Bulk.	Total.	In Bags.	In Bulk.	Total.
			Bushels.			Bushels.
At Williamstown	299,937	..	299,937	1,070,325	..	1,070,325
At Geelong	1,667,457	4,572,030	6,239,487	4,862,988	3,742,185	8,605,173
At Country Stations	4,287,120	19,042,647	23,329,767*	11,884,549	23,192,054	35,076,603†
	6,254,514	23,614,677	29,869,191	17,817,862	26,934,239	44,752,101

* Includes wheat (in bushels) at Country Depots—Bagged, 1,801,965 ; bulk, 15,280,647.
 † Includes wheat (in bushels) at Country Depots—Bagged, 3,067,098 ; bulk, 12,942,054.

Rolling Stock Construction.

The new rolling stock completed during the year consisted of one "X" class and two "K" class locomotives, two seven-car suburban trains, 15 workmen's sleepers and 221 general service trucks specially equipped for the carriage of wheat in bulk.

The capacity normally available for the construction of new locomotives was, except to the extent already indicated, devoted to the construction of Australian Standard Garratt locomotives on behalf of the Commonwealth Government.

Substitute Fuel.

There was no relaxation of our policy to economize in the use of petrol wherever practicable, and continued progress was made in the conversion of departmental motor vehicles to producer gas operation, six additional producer units having been fitted to road motors. The total number of vehicles so equipped was thus increased to 73, comprising 59 road motor trucks and cars and 14 rail motors. Eleven motor cars owned by departmental officers and used by them on official duties are similarly equipped.

At the close of the year, the conversion of a further three road motor trucks was in hand.

The savings in petrol continued to be substantial, amounting to somewhat more than 75 per cent. of the amount that normally would be used by unconverted vehicles.

Way and Works Branch.

A great deal of special work in designing and constructing sidings to serve munitions and other defence establishments was again carried out, in addition to normal activities of the branch.

The diversion of men to such work, and to repairing the considerable damage to permanent way, bridges, buildings, fencing, &c., through bush fires (referred to in another section of this Report), added materially to the accumulated arrears of maintenance since the outbreak of the war.

During the year our proposals for the reconstruction of the Cremorne bridges, carrying the Gippsland and Sandringham lines over the River Yarra, were referred by the Governor in Council to the Parliamentary Public Works Committee and investigated by that body.

The condition of these bridges had reached a stage when remedial action was necessary in the interests of safety, but there were alternative proposals—one merely making provision for this Department's requirements, and the other a much more expensive scheme to admit of very desirable river and road improvements in the vicinity.

The Committee recommended that the latter proposal be adopted and that the estimated cost of £335,000 be allocated as follows:—Victorian Railways, £240,000; Melbourne and Metropolitan Board of Works, £40,000; Victorian Government, £30,000; Country Roads Board, £15,000; State Electricity Commission, £2,000; and the balance, £8,000, between the Melbourne, Prahran, and Richmond City Councils.

The preliminary stages of the work are now in hand.

Suburban Electrification Equipment.

The erection of the second new boiler at the Newport "A" Power Station was completed during the year and the whole of the new generating and boiler plant is now in service, although the contract maintenance period has not yet expired.

Preliminary plans for the second stage of modernization of this station are now being considered.

Stores and Materials.

Owing largely to the necessity to gather materials for construction programmes, the value of the stocks held rose at 30th June to £1,748,691 (excluding Railway Construction and Refreshment Services Stocks) representing an increase of £248,117 during the year.

Issues amounted to £3,750,423, or slightly less than in 1942-43, and represented a turnover of 2.14 for the year.

Although some difficulties inseparable from war-time conditions were experienced, sufficient stocks were maintained generally to meet essential requirements.

Coal Supplies.

The quantities of coal allocated to us during the year by the controlling authorities (the Commonwealth Coal Commission and the State Coal Committee) were as follows:—

—	From State Coal Mine.	From Other Victorian Mines.	From New South Wales.	From Sundry Sources.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.
Large coal	67,920	..	319,314	744	387,978
Small coal	45,831	13	87,640	21	133,505
Total	113,751	13	406,954	765	521,483

By comparison with the preceding year, there was little difference in the quantity of small coal purchased, but in the large coal there was a decrease of some 32,000 tons. This decrease was accentuated by the fact that it occurred mainly in Maitland coal, thus increasing the proportion of Lithgow coal in the total supplies available. Because of its poorer quality, much more Lithgow than Maitland coal has to be used to produce the same result. In addition, this coal inevitably causes late running of passenger trains, because of the delays en route to clean fires.

Of the 406,954 tons from New South Wales, only 67,853 tons of large and 41,911 tons of small were seaborne. The balance—251,461 tons of large coal and 45,729 tons of small coal—were brought by rail from New South Wales, half from the Maitland and half from the Lithgow field.

The remarkable fall in the seaborne coal allocated for railway use will be seen from the following figures:—

Quantity of New South Wales Coal received by Sea.

	Large.	Small.	Total.
	Tons.	Tons.	Tons.
1940-41	273,100	89,500	362,600
1941-42	176,000	77,300	253,300
1942-43	96,300	57,000	153,300
1943-44	67,853	41,911	109,764

The average cost of Maitland large coal, in trucks at Melbourne, is 39s. 7d. per ton if seaborne, compared with 66s. 5d. per ton if railed via Wodonga. Lithgow coal, all of which has been transported by rail, costs on an average 51s. 7d. per ton via Wodonga and 54s. 5d. via Tocumwal.

Our action in overlanding such large quantities, at heavy expense, has not only been an important factor in railway operation, but has obviously been of great advantage to other coal users in Victoria, by making available to them more of the high quality Maitland coal, at the relatively low costs applicable to sea carriage. No other body, except the State Electricity Commission to a limited extent, has had to use overlanded New South Wales coal. Some pooling or equation of the additional costs incurred by us would obviously be reasonable, but the only relief which we had been able to obtain up till the close of the year was a subsidy of 7s. 6d. per ton from the Commonwealth Coal Commission, on large coal railed for our use in excess of 4,000 tons per week. Overall this represented only 1s. 5d. per ton, and still left us with a net expenditure of £220,000 for the year for overlanding. Since the close of the year an arrangement was made under which small coal also comes into the subsidy.

Our anxiety to safeguard essential railway service in this State has not only involved this very heavy expense, but has, we have no doubt, operated to our detriment in the allocation of seaborne Maitland coal.

The inadequacy of the supplies rendered necessary severe restrictions in services, which have been referred to in more detail under another heading. To help in improving the situation, wood is being used on pilot engines, a course which, so far as we are aware, has not been adopted in any other State. Approximately 660 tons of coal per week have been saved by this means.

Governed by the supplies, and not representing what would have been necessary to cater reasonably for the available traffic, the total consumption during the year amounted to 395,460 tons of large and 143,005 tons of small coal.

Truck Covers.

Continued inability to obtain adequate supplies of canvas accentuated the shortage of tarpaulins. At the beginning of the year the number in service was only 13,688 (compared with approximately 17,500 in normal times), and by January it had fallen to 10,659, manufactures being far short of withdrawals of condemned stock.

By the end of the year the position had somewhat improved, and the stock stood at 11,744.

With the arrival of canvas, which has been on order from Great Britain, and subject to any defence demands upon our plant, an active programme of construction for the current year has been put in hand, and it is expected that the present unsatisfactory position will be improved materially.

Refreshment Services.

The heavy restrictions in country passenger train services did not seriously affect the revenue from refreshment rooms and dining and buffet cars, which amounted to £744,051, by comparison with the previous year's total of £766,167. For members of the services travelling on special trains over 424,000 meals were provided—137,400 at the Seymour refreshment room alone.

In view of the many advantages of cafeteria service under war-time conditions, including the ability to handle a greater volume of patrons without increasing staff, the upper dining room at Flinders-street, and the dining room at St. Kilda, were converted to cafeteria service during the year, with highly satisfactory results.

Manpower difficulties forced the curtailment of trading hours at all fruit and drink stalls on Prince's Bridge and Flinders-street stations, and only one shift is now operating.

A record number of meals was served on Spirit of Progress, and the departmental bakery had a record in manufactures.

Restricted bookings, enforced by shortage of staff, are still in operation at The Chalet, Mt. Buffalo National Park, the financial results of which appear in Appendix No. 13.

Tourist Services.

Local tourist travel was again heavy, and practically all accommodation houses at tourist resorts were booked out some weeks—and even months—in advance, even for the less favorable portions of the year. The Victorian Government Tourist Bureau, as an agent for such houses, earned commission amounting to £5,679.

In the handling of the greatly increased number of telephone calls resulting from the disruption of the normal time-tables, and frequent late running, the Bureau gave valuable service. The work was aided substantially by a new device incorporated in the telephone system to secure the maximum fluidity. The magnitude of the inquiry work, and the efficiency of the system and the staff, are indicated by the fact that, during the Saturday and Sunday following the Yallourn bush fires, approximately 16,000 calls were answered. At peak periods as many as 600 calls per hour have been cleared.

The Staff.

At the commencement of the year the total permanent and supernumerary staff (including butty gang workers) was 25,374, with casual labour representing 432 men working full time, so that the total staff was equivalent to 25,806. At 30th June, 1944, the comparable figures were 25,636 and 304 respectively, making a total of 25,940.

Because of overtime working, the average strength of the staff is better represented by converting into ordinary time units the total time paid for. In 1943-44 this was equivalent to 28,912 full time men working six days per week, compared with 28,756 in 1942-43, an increase of 156.

These figures include an appreciable number of men engaged on the manufacture of munitions and tools for war requirements, or on other defence works. The equivalent number of full time men debitable to railway working expenses was 24,794 in 1943-44 as compared with 24,422 in 1942-43, an increase of 372.

The permanent staff was increased by the appointment of 133 apprentices to various trades.

Wage Fixing Tribunals.

Further awards were made during the year by the Commonwealth Arbitration Court, following reports submitted by the Railways Classification Board as a State Industrial Authority under the provisions of the Commonwealth Conciliation and Arbitration Act, in respect of 77 grades, covering approximately 3,520 officers and employees. Increased rates of payment under these awards involved an estimated additional cost in the vicinity of £25,000 per annum.

An award made by the Board in its State jurisdiction involved an additional cost of approximately £1,000 per annum.

Variations of the Railways Metal Trades Arbitration Court Award involved an additional cost of about £2,600 per annum.

Cost of living adjustments brought about an increase in the basic wage from 16s. 2d. to 16s. 4d. per day on 1st August, and a reduction to 16s. 2d. on 7th November and to 16s. on 13th February. These variations (combined with those made in State Wages Board Determinations) represent a reduced cost of approximately £69,000 per annum.

Discharged Servicemen's Preference Act.

In December last, Act No. 4989 was passed, providing amongst other things for preference for promotion to be given to suitable and competent discharged servicemen.

The Commonwealth Award relating to enginemen, however, contained a provision that promotion from engine cleaner to fireman and from fireman to driver shall be governed by seniority, subject to the possession of requisite qualifications and to suitability, and we were advised by the Crown Solicitor that this over-ruled the Victorian Act so far as employees in those two grades were concerned. Subsequently the Court extended the provisions in the Award to apply also to promotion from the grade of driver to that of driver in charge and driver, special class.

Since the close of the financial year the Court has made an award on application by the Australian Railways Union, providing for promotion or reduction in consequence of a surplus of officers or employees being governed by relative ability, suitability, record, experience, and seniority, with the proviso that in determining an officer's or employee's ability, suitability, record, and experience, regard should be had to the nature and quality of his service in the armed forces of His Majesty the King.

A similar provision has been inserted by the Court in the Victorian Railways Metal Trades Award.

In consequence of these Awards, only relatively few officers and employees of this Department are now subject to the provisions of the Victorian Act.

Education and Recreation.

The Council of the Victorian Railways Institute reports another successful year's activities, 1,746 new members having been enrolled. The total membership at 30th June was 17,288 (another record), representing a net increase in membership of 702, compared with 378 in the previous year.

Keen interest was maintained in the educational classes conducted by the Institute in railway and general subjects, as well as in recreational and social activities.

We much appreciate the voluntary efforts of employees who are assisting in the valuable work of the Institute, both in Melbourne and at country centres.

Salaries and Wages.

The amounts disbursed in salaries and wages during the past five years, excluding payments made to butty gang workers, were:—

	£
1943-44	8,970,445
1942-43	8,670,724
1941-42	7,786,251
1940-41	6,661,937
1939-40	6,177,177

Pensions.

The amounts paid in pensions are contrasted below with the corresponding payments in the preceding year:—

	1943-44.	1942-43.	Increase (+) or Decrease (-) in 1943-44.
	£	£	£
Pensions under Superannuation Act	393,234	388,816	+ 4,418
Pensions to officers and employees who were in the Service on 1st November, 1883	65,618	74,499	- 8,881
Total	458,852	463,315	- 4,463

Acknowledgment of Services of Staff.

The restricted traffic conditions during the year, which caused much discomfort and inconvenience to our patrons, also added greatly to the difficulties of the operating staff. They have risen excellently to the emergency, and we have pleasure in recording our gratification at the manner in which they, and employees generally, have acquitted themselves.

In many sections, including workshops, substantial overtime, necessitated by war-time requirements and manpower shortage, has been cheerfully undertaken by those concerned.

Ambulance.

During the year 666 employees passed the first-aid examinations, making the total employees now qualified 5,097. Of these, 282 hold the 8th year Gold Life Membership Medals, and 533 the 5th year Silver Efficiency Medal.

Apart from the interest maintained in individual work, there are now 58 active ambulance corps in the service.

State Coal Mine.

After the payment of working expenses, loan redemption and interest charges, and allowing £20,000 for depreciation, the operation of the mine resulted in a loss of £82,948, compared with £76,834 in 1942-43.

The quantity of coal won during the year was 234,871 tons. The saleable output was 216,366 tons, of which 113,128 tons were supplied for railway use, 9,726 tons to other public departments, and 93,512 tons to the general public. The allocation of coal still remains in the hands of the State Coal Committee, and the amount allotted for railway use represented 52 per cent. of the saleable output, as compared with 61 per cent. in 1942-43.

All pits were idle for two days as the result of industrial troubles, and a further two days were lost at both Western Area and No. 18 Shaft.

The amount disbursed in wages was £353, 261, and the net average earnings of contract miners were 33s. 1.6gd. per miner per shaft.

The number of persons employed at 30th June was 1,032.

Heads of Branches.

The Heads of Branches throughout the year were:—

Secretary	Mr. E. C. Eyers.
Chief Mechanical Engineer	Mr. A. C. Ahlston.
Chief Civil Engineer	Mr. A. G. Fletcher.
General Superintendent of Transportation	Mr. M. A. Remfry.
Chief Electrical Engineer	Mr. H. P. Colwell.
Comptroller of Accounts	Mr. L. J. Williamson.
General Passenger and Freight Agent	Mr. J. McClelland.
Comptroller of Stores	Mr. H. S. Sergeant.
Superintendent of Refreshment Services	Mr. A. W. Keown.

Mr. H. L. Kennedy, who normally occupies the position of Assistant Superintendent of Refreshment Services, acted as Superintendent throughout the year, owing to Mr. Keown's services having still been loaned to the Department of Labour and National Service.

Appendices, &c.

The balance-sheet for the year and various accounts, statements, and other information are embodied in the appendices, a list of which is shown in the front of this Report.

We have the honour to be,

Sir,

Your obedient servants,

N. C. HARRIS, Chairman,	} Victorian Railways Commissioners.
M. J. CANNY,	
R. G. WISHART,	



In Memoriam.

LIST OF OFFICERS AND EMPLOYEES WHO HAVE LOST THEIR LIVES WHILST
ON ACTIVE SERVICE.

Name.	Grade.
ADAMS, G. C.	Repairer
ARMSTRONG, N. G.	Lad Labourer
BAKER, R. H.	Engine Cleaner
BECKMAN, C. R.	Labourer
BENDLE, J. W.	Parcels Porter
BOYD, S. I.	Engine Cleaner
BRADFORD, R. W.	Junior Clerk
CAREY, J. V.	Porter
CARRICK, A. F.	Labourer
CLANCY, P. L.	Telegraphist
CLEARY, J. P.	Casual Labourer
COLSON, K.	Casual Labourer
COWEY, W. J.	Junior Clerk
DANGERFIELD, R. D.	Junior Clerk
DOWNIE, J. A.	Porter
EINSIEDEL, J. E.	Shunter
ELLEN, W. J.	Repairer
EVANS, D. D... .. .	Repairer
FARTCH, N. L.	Operating Porter
FORSTER, J.	Junior Clerk
GALVIN, K. F.	Junior Clerk
GELDART, R.	Vanman
GILPIN, J. A.	Junior Clerk
GORDON, W. G.	Boilermaker
HANCOCK, L. G.	Shunter
HANDLEY, R. H. W.	Porter
HARPER, N. J.	Apprentice Carpenter
HAY, E. A.	Engine Cleaner
HAYWARD, J. W.	Casual Labourer
HENWOOD, F. N.	Labourer
HOSKINS, M. J.	Repairer
HOUSTON, W. F.	Porter-in-Charge
JEFFERY, P. T.	Electrical Mechanics Asst.
JOHNSON, H. H.	Fireman

**LIST OF OFFICERS AND EMPLOYEES WHO HAVE LOST THEIR LIVES WHILST
ON ACTIVE SERVICE—continued.**

Name.	Grade.
KRAEMER, J. R.	Porter
LADLOW, A. T. R.	Lad Labourer
LAPSLEY, R. E.	Apprentice Fitter and Turner
LARSEN, L. T.	Porter
LAWLEY, R. H.	Motor Driver
LAWRENCE, W.	Porter-in-Charge
LILLIS, A. G. F.	Fireman
McKENZIE, H. D.	Repairer
McKENZIE, W. J.	Engine Cleaner
McLEAN, J. W.	Engine Cleaner
MATTHEWS, F. J.	Engine Cleaner
MILLER, M. F.	Lad Labourer
MILLGATE, K.	Clerk
MORGAN, F.	Repairer
NYE, C. C. P.	Vanman
O'DWYER, F.	Apprentice Sailmaker
OPPY, H. D.	Signalman
O'ROURKE, C. T.	Lad Labourer
PARKINSON, R. A. G.	Lad Porter
PHELPS, G. M.	Shunter
PORTER, W. R. R.	Engine Cleaner
PRICE, J. A.	Lad Labourer
PRINCE, L. R.	Apprentice Coppersmith
RAYMER, A. N.	Porter
RICHARDSON, H. S. G.	Lad Labourer
RIORDAN, W. D. A.	Repairer
ROBERTS, E. L.	Porter
ROBERTS, W. H.	Shunter
ROE, R. H.	Clerk
SANDERS, W. J.	Engine Cleaner
SEATER, H. J.	Engine Cleaner
SMAIL, T. G.	Sub-station Assistant
SMART, M. G.	Lad Porter
SMITH, M. C.	Clerk
SMITH, R. J. V.	Labourer
SMITH, S. E.	Engine Cleaner
SPINK, A.	Labourer
THOMAS, V. R. G.	Repairer
TRICKEY, W. J.	Lad Labourer
WELLS, A. E.	Porter
WHITE, W. J.	Clerk
WILLIAMS, J. P. C.	Storeman
WILSON, J. R.	Junior Clerk
WINDEBANK, G. A.	Engine Cleaner
WINDLEY, R. E.	Car Cleaner
WISHART, H. P.	Lad Porter
WOOLHOUSE, R. M.	Porter

APPENDIX

BALANCE-SHEET AT

		LIABILITIES.			
		£	s. d.	£	s. d.
Face value of stocks and bonds allocated to the					
Railways .. .. .		..	..	50,393,957	18 5
Less securities purchased and cancelled by the					
National Debt Sinking Fund		4,154,807	1 4		
Less Deferred Renewals, Replacements and					
Maintenance Works from Loan Funds		522,485	17 10		
				4,677,292	19 2
					45,716,664 19 3
Contribution from Revenue, &c., and the National					
Recovery Loan for Capital purposes—					
Proceeds of sale of State Lands .. .. .		..	..	2,825,740	6 1
Consolidated Revenue .. .. .		..	..	1,377,782	15 4
Developmental Railways Account .. .. .		..	..	108,501	5 1
National Recovery Loan		2,561,261	2 1		
Unemployment Relief Fund		2,761	0 0		
Commonwealth Defence Works Unemployment					
Relief Fund		55,499	17 6		
Trust Fund Railway Works (Defence Purposes)		433,403	18 0		
				3,052,925	17 7
Less expenditure on other than Capital Works..		1,154,431	8 2		
				1,898,494	9 5
					6,210,518 15 11
Advances from Public Account (Act No. 3341) for Capital purposes				..	..
Deferred Maintenance Reserve .. .. .		..	..	..	..
Accrued Leave Reserve .. .. .		..	..	..	..
National Debt Sinking Fund Reserve .. .. .		..	..	..	..
Railway Accident and Fire Insurance Reserve .. .. .		..	..	..	..
Railway Renewals and Replacements Reserve .. .. .		..	..	4,879,639	6 8
Consolidated Revenue for Working Expenses Sales		..	..	5,274	18 4
					4,884,914 5 0
Creditors—					
Sundry Accounts .. .. .		..	..	..	..
Consolidated Revenue—					
Income due by Revenue Debtors .. .. .		..	..	699,949	9 4
Less accumulated surplus .. .. .		..	..	321,559	16 3
					378,389 13 1
Surplus for year 1943-44 .. .. .		..	..	448,136	8 6*
Less accumulated deficit since 1.7.37 .. .. .		..	..	126,576	12 3
					321,559 16 3
Accumulated surplus from 1.7.37 to 30.6.44 .. .. .		..	..	..	..
					£64,127,857 10 5

* After charging against current year's working £419,664 in excess of the normal depreciation for the year, £167,771 to meet accrued leave and £54,000 towards meeting deferred maintenance.

E. A. PEVERILL,

Auditor-General.

27/9/1944.

No. 1.

30TH JUNE, 1944.

		ASSETS.						
		£	s.	d.	£	s.	d.	
Railways—								
Way, Works, Buildings and Equipment	..	44,374,707	6	9				
Rolling Stock	..	6,492,623	9	8				
					50,867,330	16	5	
Electric Tramways—								
Way, Works, Buildings and Equipment	..	117,329	1	0				
Rolling Stock	..	34,994	1	7				
					152,323	2	7	
Road Motor Public Services—								
Buildings and Equipment	..	6,905	0	0				
Rolling Stock	..	699	7	7				
					7,604	7	7	
Railways under construction	..				131,935	16	8	
Bridges for Railways not yet constructed	..				31,788	0	0	
					51,190,982	3	3	
Stores and Materials	..	1,754,749	7	11				
Stores and Equipment at Refreshment Rooms, &c.	..	124,475	2	7				
Materials in course of manufacture	..	184,193	11	11				
					2,063,418	2	5	
						53,254,400	5	8
Discounts and Expenses on Loans	..					39,250	14	8
Railway Renewals and Replacements Account	..					3,174,475	6	8
Cash at stations and in transit	..					106,823	2	4
Funds at Treasury—								
Trust Fund Surplus Railway Land	..				2,336	3	9	
Railway Accident and Fire Insurance Fund	..				100,000	0	0	
Railway Renewals and Replacements Fund—								
Cash	..	931,789	5	0				
Investment	..	3,850,000	0	0				
Interest	..	103,125	0	0				
					4,884,914	5	0	
Railway Charges in Suspense	..				162,911	19	5	
Railways Stores Suspense Account	..				86,195	2	11	
Railways Repayment Fund	..				900	9	8	
National Debt Sinking Fund	..				118,352	14	6	
Unexpended balance of Loan Moneys	..				124,946	8	2	
Railways Leave and Ordinary Maintenance Reserve Fund	..				906,771	0	0	
						6,387,328	3	5
Trust Securities	..					62,373	8	10
Sundry Debtors—								
Revenue Debtors to Consolidated Revenue	..				593,126	7	0	
Other Debtors	..				510,080	1	10	
						1,103,206	8	10
						£64,127,857	10	5

L. J. WILLIAMSON,
Comptroller of Accounts,
27/9/1944.

APPENDIX No. 2.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1944 AND 1943
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—		Year ended 30th June—	
	1944.	1943.	1944.	1943.
Average Miles of Single Track Open, including Sidings	6,125	6,133	£	£
A.—MAINTENANCE OF WAY AND WORKS.				
Superintendence, Stationery, Printing and Advertising	232,382	212,066		
Maintenance and Renewals of the Permanent Way Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c.	1,215,876	1,198,832		
Slips and Flood Repairs	67,475	61,096		
Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs	393	2,321		
Weighbridges, Scales, Lifting Cranes, &c.	180,153	173,582		
Electric Power Station Buildings, Masts and Fixtures	37,583	33,523		
Other Buildings, Platforms and Fixtures	17,630	17,405		
Stock Yards	339,892	326,999		
Water Services	24,203	20,688		
Machinery, Tools and Supplies	25,498	33,896		
Signals and Interlocking, Signal Boxes and Track Bonds	123,612	98,044		
Telegraph and Telephone Lines and Instruments	245,592	213,110		
Injuries to Employees or others	69,306	52,581		
Other Expenses	14,330	9,850		
Road Motors—Domestic Service	1,364	1,227		
	105	114		
	2,588,394	2,455,343		
ROLLING STOCK.				
B.—GENERAL SUPERINTENDENCE, ETC.				
General Superintendence, Motive &c. Superintendence, Stationery, Printing and Advertising	102,704	93,168		
C.—MAINTENANCE OF ROLLING STOCK.				
Steam Locomotives	949,586	796,087		
Electric Locomotives	4,796	3,913		
Electric Service Coaching Stock	218,155	220,377		
Steam Service Coaching Stock	192,410	174,508		
Goods Stock	324,570	276,496		
Rail Motors	21,478	23,045		
Road Motors—Domestic Service	7,013	6,481		
	1,718,908	1,500,907		
D.—MOTIVE POWER.				
Running Sheds, Labour and Supplies	94,326	88,805		
Drivers and Firemen	666,622	722,375		
Coal, Wood and Kindlers for Locomotives, including Handling, Inspection, &c.	909,531	983,882		
Oil, Tallow, Waste and other running supplies	30,380	31,810		
Water and Other Expenses, Injuries to Employees or others (Steam)	37,284	36,977		
Electric Motormen, including Superintendence, Uniforms, Supplies, Injuries to Employees or others	173,636	173,145		
Rail Motor Operation	32,125	32,114		
	1,949,404	2,069,108		
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.				
Steam Service	76,168	60,745		
Electric Service	30,002	27,809		
	106,170	88,644		
F.—TRANSPORTATION AND TRAFFIC.				
General Superintendence, Stationery, Printing, Advertising, and Train Control Staff	282,919	267,610		
Station Yard and Signal Service—				
Salaries, Wages, &c., of Staff	1,926,352	1,906,341		
Uniforms for Staff	11,809	11,736		
Fuel, Light, other Supplies and Expenses	105,810	92,962		
Guards, Conductors and other Trainmen—				
Wages, Expenses, Uniforms and Supplies	328,388	336,926		
Cleaning, Icing, Light, Supplies, &c., for Carriages	139,489	141,649		
Repairs and Renewals of Tarpaulins and Lashings	100,402	116,079		
Injuries to Employees	9,195	8,368		
Gatekeeping, other Expenses, Loss and Damage to Property and Goods, Compensation—Personal	45,412	40,391		
Road Motors—Domestic Service	10,268	8,593		
	2,959,544	2,930,640		
G.—ELECTRICAL ENGINEERING BRANCH.				
General Superintendence, Stationery, Printing and Advertising	27,243	23,158		
Power Station	377,757	326,799		
Transmission, Distribution Systems, and Sub-stations	127,492	114,374		
Other Expenses and Injuries to Employees or others	448	591		
Other Operations	Cr. 45,636	Cr. 37,470		
Electrical Energy Purchased	49,442	55,250		
	536,741	482,702		
H.—MISCELLANEOUS OPERATIONS.				
Dining Car Service	41,873	41,191		
Refreshment Rooms Service	591,619	599,639		
Advertising Service	13,001	11,826		
Bookstalls Service	100,958	93,481		
	747,451	746,137		
I.—STORES BRANCH.				
Salaries and Wages	172,828	158,022		
Charges for Services rendered by other Branches	19,059	16,547		
Printing	632	893		
Office Requisites and Stores	4,053	3,162		
Other Expenses	1,683	522		
Proportion of Percentage added to Cost of Works charged to Capital, &c.	Cr. 25,657	Cr. 22,800		
	172,598	156,346		
J.—GENERAL EXPENSES.				
Commissioners' and Secretary's Offices	32,621	34,706		
Accountancy Branch	127,510	127,674		
Legal and Medical Expenses	14,228	13,084		
Stationery, Printing and Advertising	6,656	7,881		
Municipal and Shire Rates	2,182	2,467		
Sundry other General Charges	56,607	39,578		
	239,804	225,390		
K.—OTHER EXPENDITURE.				
Contribution to the Railway Accident and Fire Insurance Fund	99,453	47,685		
Pensions	458,169	462,668		
Contribution to Railway Renewals and Replacements Fund	1,050,000	1,800,000		
Child Endowment Pay-roll Tax	201,494	194,643		
War Damage Insurance	33,918	68,904		
Air Raid Precautions	11,943	51,064		
Long Service Leave	33,559	12,970		
Provision for Deferred Ordinary Way and Works Maintenance	54,000	400,000		
Provision for Accrued Leave	167,771	285,000		
	2,110,307	3,322,934		
Total	13,232,025	14,071,319		
Less expenditure charged to Special Funds	18,608*	31,281*		
Working Expenses charged to Railway Revenue	13,213,417	14,040,038		

* For details see page 6.

APPENDIX No. 3.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1944, AND 1943 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year ended 30th June—								
	1944.				1943.				
	Average Miles Open for Traffic Miles.			Miles.	Average Miles Open for Traffic Miles.			Miles.	
	4,751				4,758				
	Traffic Train Mileage—				Traffic Train Mileage—				
	Passenger—				Passenger—				
	Country 2,954,952				Country 4,233,440				
	Suburban 7,697,132				Suburban 7,829,147				
	10,652,084				12,062,587				
	Goods 5,761,322				Goods 6,373,946				
	16,413,406				18,436,533				
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	
EARNINGS.									
	Journeys.	£	£	d.	Journeys.	£	£	d.	
Passenger	194,137,624	6,583,267	1,385·66	148·32	195,830,057	7,065,635	1,485·00	140·58	
Parcels, Horses, Carriages, &c. .. ..	..	443,060	93·26	9·98	..	460,101	96·70	9·16
Mails .. .. .	..	111,560	23·48	2·52	..	78,104	16·42	1·55
Miscellaneous .. .. .	..	36,505	7·65	·82	..	43,225	9·08	·86
Total Parcels, &c. .. ..	..	591,125	124·42	13·32	..	581,430	122·20	11·67
Total Coaching .. .. .	..	7,174,392	1,510·08	161·64	..	7,647,065	1,607·20	152·15
	Tons.	£	£	d.	Tons.	£	£	d.	
Goods	7,564,442	*6,710,349	*1,412·41	*279·53	8,017,601	*7,332,881	*1,551·68	*277·99	
Live Stock	*729,784	*611,194	*128·65	*25·46	*741,512	*621,016	*130·52	*23·38	
Miscellaneous .. .. .	..	163,588	34·43	6·82	..	136,720	28·73	5·15
Total Goods	*8,294,226	7,485,131	1,575·49	311·81	*8,759,113	8,140,617	1,710·93	303·52	
Sale of Electrical Energy .. .. .	..	60,856	12·81	..	..	59,820	12·57	..
Rents .. .. .	..	177,530	37·37	..	..	186,914	39·29	..
General Miscellaneous .. .. .	..	44,531	9·37	..	..	45,313	9·52	..
Total Power, Rents, and Miscellaneous .. .. .	..	282,917	59·55	..	..	292,047	61·38	..
Dining Cars .. .. .	..	48,162	10·14	..	..	47,099	9·90	..
Refreshment Rooms .. .. .	..	695,889	146·47	..	..	719,068	151·13	..
Advertising .. .. .	..	37,974	7·99	..	..	34,568	7·27	..
Bookstalls .. .. .	..	123,191	25·93	..	..	113,588	23·87	..
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls .. .. .	..	905,216	190·53	..	..	914,323	192·17	..
Recoups by Treasury of loss resulting from—	..	30,000	6·31	..	..	33,000	6·93	..
Reduction in outer suburban fares .. .. .	..	4,232	·89	..	..	2,608	·55	..
Working of certain lines of railway, &c. .. ..	..	..	..	..	..	..	..	..
Concession fares to members of Defence Forces	Included in Passenger Traffic above	..	..	£279,500	Included in Passenger Traffic above	..	..	£357,000
Total Earnings .. .. .	..	15,881,888	3,342·85	232·23	..	17,029,660	3,579·16	221·69
WORKING EXPENSES.									
	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.	Per Train Mile.
	£	£	d.	£	£	d.	£	£	d.
Maintenance of Way and Works	2,588,394	544·81	37·85	2,455,343	516·05	31·96
Rolling Stock—
General Superintendence, Motive Superintendence, &c.	102,704	21·62	1·50	93,168	19·58	1·21
Maintenance of Rolling Stock	1,718,908	361·80	25·13	1,500,907	315·45	19·54
Locomotive Power	1,949,404	410·31	28·51	2,069,108	434·87	26·94
Examination and Lubrication of Coaching and Goods Vehicles	106,170	22·35	1·55	88,644	18·63	1·15
Contribution to Railway Renewals and Replacements Fund	1,050,000	221·01	15·35	1,800,000	378·31	23·43
Transportation and Traffic	2,959,544	622·93	43·28	2,930,640	615·94	38·15
Electrical Engineering Branch	536,741	112·97	7·85	482,702	101·45	6·28
Miscellaneous Operations	747,451	157·32	10·93	746,137	156·82	9·71
Stores Branch	172,598	36·33	2·52	156,346	32·86	2·04
General Expenses	239,804	50·48	3·51	225,390	47·37	2·94
Pensions	458,169	96·44	6·70	462,668	97·24	6·02
Contribution to the Railway Accident and Fire Insurance Fund	99,453	20·93	1·45	47,685	10·02	·62
Child Endowment Pay-roll Tax	201,494	42·41	2·95	194,643	40·91	2·53
War Damage Insurance	33,918	7·14	·50	68,904	14·48	·90
Air Raid Precautions	11,943	2·51	·17	51,064	10·73	·67
Long Service Leave	33,559	7·06	·49	12,970	2·72	·17
Provision for Deferred Ordinary Way and Works Maintenance	54,000	11·37	·79	400,000	84·07	5·21
Provision for Accrued Leave	167,771	35·31	2·45	285,000	59·90	3·71
	13,232,025	2,785·10	193·48	14,071,319	2,957·40	183·18
Less—Expenditure Charged to Special Funds	18,608†	3·92	·27	31,281†	6·57	·41
Total Working Expenses charged to Railway Revenue	13,213,417	2,781·18	193·21	14,040,038	2,950·83	182·77

* Estimated.

† For details see page 6.

APPENDIX No. 3—*continued.*

PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

Divisions of Expenditure.	Year ended 30th June—	
	1944.	1943.
	per cent.	per cent.
Maintenance of Way and Works*	19·56	17·45
Rolling Stock—		
General Superintendence, Motive Superintendence, &c.	·78	·66
Maintenance of Rolling Stock	12·99	10·67
Locomotive Power	14·73	14·70
Examination and Lubrication of Coaching and Goods Vehicles	·80	·63
Contribution to Railway Renewals and Replacements Fund	7·94	12·79
Transportation and Traffic	22·37	20·83
Electrical Engineering Branch	4·06	3·43
Miscellaneous Operations	5·65	5·30
Stores Branch	1·30	1·11
General Expenses	1·81	1·60
Pensions	3·46	3·29
Contribution to the Railway Accident and Fire Insurance Fund	·75	·34
Child Endowment Pay-roll Tax	1·52	1·39
War Damage Insurance	·26	·49
Air Raid Precautions*	·09	·36
Long Service Leave	·25	·09
Provision for Deferred Ordinary Way and Works Maintenance	·41	2·84
Provision for Accrued Leave	1·27	2·03
	100·00	100·00

* Including amounts charged to Special Funds.

APPENDIX No. 4.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1st JULY, 1929, TO 30th JUNE, 1944 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	Mileage of Railway Open for Traffic at End of Year.	Average Mileage of Railway Open for Traffic during the Year.	COST OF CONSTRUCTION.*		ROLLING STOCK.				Total Traffic Train Miles.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock Conveyed.	GROSS REVENUE.				
			Cost of Open Lines (Including Rolling Stock and Stores and Materials).	Average Cost per Mile Open at End of Year.	Locomotives.	Passenger Cars.	Trucks.	Vans, &c.				Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total	Per Average Mile Open.	Per Traffic Train Mile.
			£	£	Number.	Number.	Number.	Number.				£	£	£	£	s. d.
1929-30	4,713	4,708	74,849,542	15,882	647	1,931	20,674	1,028	17,670,565	157,119,071	7,513,606	6,402,624	5,599,182	12,001,806	2,549	13/7·01
1930-31	4,717	4,710	74,609,226	15,817	657	1,929	20,728	1,013	15,945,315	134,055,220	6,099,310	5,190,550	4,817,808	10,008,358	2,125	12/6·64
1931-32	4,721	4,720	74,701,372	15,823	650	1,863	20,723	999	15,363,776	125,990,585	6,186,081	4,648,566	4,805,738	9,454,304	2,003	12/3·69
1932-33	4,721	4,721	75,088,156	15,905	650	1,857	20,022	996	15,321,398	130,190,013	6,244,346	4,672,422	4,773,699	9,446,121	2,001	12/3·97
1933-34	4,721	4,721	75,626,796	16,019	619	1,841	20,621	991	15,311,461	131,367,215	5,858,377	4,603,073	4,572,038	9,175,111	1,943	11/11·82
1934-35	4,721	4,721	75,795,924	16,055	602	1,837	20,686	984	15,536,111	139,689,012	6,009,961	4,865,370	4,555,722	9,421,092	1,996	12/1·54
1935-36	4,721	4,721	76,094,966	16,118	602	1,830	20,716	987	16,390,943	139,539,089	6,424,094	4,921,798	4,768,127	9,689,925	2,053	11/9·88
1936-37	4,721	4,721	76,707,164	16,248	588	1,836	20,668	1,001	17,211,384	141,343,253	6,812,962	5,106,485	5,028,806	10,135,291	2,147	11/9·33
1937-38	4,721	4,721	77,420,265	16,399	574	1,826	20,672	999	17,916,763	137,894,676	7,258,369	4,790,269	4,944,806	9,735,075	2,062	10/10·40
1938-39	4,759	4,754	78,107,793	16,413	581	1,823	20,643	982	17,889,634	142,123,567	5,075,853	5,007,518	4,275,947	9,283,465	1,953	10/4·54
1939-40	4,759	4,750	77,670,794	16,321	582	1,818	20,453	961	17,007,970	144,649,075	6,186,939	5,224,730	4,636,862	9,861,592	2,072	11/7·16
1940-41	4,759	4,759	77,876,664	16,364	593	1,811	20,221	951	17,766,987	159,218,412	6,622,785	6,379,793	4,859,630	11,239,423	2,362	12/7·82
1941-42	4,766	4,746	78,379,025	16,445	583	1,806	20,425	947	18,248,713	180,981,900	7,502,640	7,946,687	6,573,152	14,519,839	3,059	15/10·96
1942-43	4,758	4,758	78,301,089	16,457	589	1,802	20,369	965	18,436,533	195,830,957	Est. 8,759,113	8,889,043	8,140,617	17,029,660	3,579	18/5·69
1943-44	4,748	4,751	78,525,655	16,539	591	1,795	20,324	973	16,413,406	194,137,624	Est. 8,294,226	8,396,757	7,485,131	15,881,888	3,343	19/4·23

* As from 1.7.37, the ledger values of capital assets were written down by £30,000,000 following the passing of the *Railways (Finances Adjustment) Act 1936* (No. 4429). The construction cost herein shown does not reflect this writing down. The depreciation which accrued in each year from and including 1937-38, however, has been deducted from the original cost and the expenditure out of the Railway Renewals and Replacements Fund in those years has been included.

APPENDIX No. 4—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1929, TO 30TH JUNE, 1944 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	EXPENDITURE : TRANSPORTATION AND TRAFFIC BRANCHES.			EXPENDITURE : WAY AND WORKS BRANCH.				EXPENDITURE : ROLLING STOCK BRANCH.						GENERAL EXPENSES.			ELECTRICAL BRANCH.	STORES BRANCH.	Miscellaneous Operations.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			Contribution to Railway Renewals and Replacements Fund.	Contribution to Melbourne Harbour Trust for the Spencer-street Bridge.	(B) Repayment to Public Account (Act No. 4499).			
	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	WORKING.			REPAIRS AND RENEWALS.			Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.				Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.				Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.
								Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.															
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	d.		£	£	£	£	d.		£	£				
1929-30	2,536,635	2/10·45	21·14	1,749,968	372	1/11·76	14·57	1,703,952	1/11·14	14·20	1,883,134	2/1·58	15·09	236,410	3·21	1·97	345,566	133,922	464,777	44,417	0·60	0·37	..	..	(A) 16,667	
1930-31	2,026,918	2/6·51	20·25	1,406,435	298	1/9·17	13·93	1,293,150	1/7·46	12·92	1,547,031	1/11·29	15·46	197,544	2·97	1·97	273,682	110,810	362,222	26,603	0·40	0·27	..	..	(A) 16,667	
1931-32	1,690,542	2/2·42	17·88	1,110,987	235	1/5·35	11·75	1,066,778	1/4·66	11·23	1,193,374	1/6·64	12·62	168,571	2·63	1·78	187,805	88,636	305,561	18,926	0·30	0·20	..	..	..
1932-33	1,628,237	2/1·51	17·24	1,464,041	310	1/10·93	14·77	988,674	1/3·49	10·47	1,242,974	1/7·47	13·16	166,023	2·60	1·76	192,941	85,389	313,993	28,284	0·44	0·30	..	..	..
1933-34	1,647,482	2/1·82	17·96	1,564,771	331	2/0·53	14·32	965,480	1/3·13	10·53	1,191,226	1/6·67	12·98	165,575	2·59	1·80	187,369	87,361	321,579	19,775	0·31	0·22	..	..	..
1934-35	1,713,789	2/2·47	18·19	1,570,137	333	2/0·26	14·84	1,003,370	1/3·50	10·65	1,178,256	1/6·20	12·51	171,379	2·65	1·82	212,429	94,853	346,162	13,501	0·21	0·14	..	..	..
1935-36	1,797,996	2/2·33	18·56	1,516,786	321	1/10·21	14·23	1,069,742	1/3·66	11·04	1,263,884	1/6·50	13·04	173,454	2·54	1·79	201,471	98,824	364,012	18,807	0·28	0·19	..	..	..
1936-37	1,874,436	2/2·14	18·49	1,626,953	345	1/10·69	14·45	1,154,077	1/4·19	11·39	1,338,164	1/6·66	13·20	186,624	2·60	1·84	221,943	106,009	389,862	18,978	0·26	0·19	..	..	..
1937-38	*2,121,588	2/4·42	21·79	1,777,119	376	1/11·80	14·45	1,337,054	1/5·91	13·73	1,300,597	1/5·42	12·59	206,564	2·77	2·12	248,194	121,524	403,008	25,856	0·34	0·26	250,000	..	..	
1938-39	2,254,293	2/6·24	24·28	1,513,563	318	1/8·30	14·80	1,411,125	1/6·93	15·20	1,164,518	1/3·63	12·54	211,275	2·83	2·28	280,262	126,564	437,989	40,762	0·55	0·44	225,000	(B) 50,000				
1939-40	*2,222,354	2/7·36	22·52	1,723,649	362	2/0·32	13·66	1,423,856	1/8·16	14·49	1,249,723	1/5·64	12·08	200,902	2·83	2·04	330,263	125,837	444,782	35,509	0·50	0·36	200,000	(B) 50,000				
1940-41	*2,310,561	2/7·21	20·52	1,787,963	376	2/0·15	13·50	1,546,938	1/8·90	13·76	1,281,306	1/5·30	11·18	202,550	2·74	1·80	331,799	127,034	545,947	24,656	0·33	0·22	525,000	(B) 100,000				
1941-42	*2,556,197	2/9·62	17·60	1,988,309	419	2/2·15	13·51	1,855,054	2/0·40	12·78	1,312,853	1/5·26	9·04	214,508	2·82	1·48	501,217	136,196	663,872	43,964	0·58	0·30	1,500,000	(B) 100,000				
1942-43	2,930,640	3/2·15	17·21	2,455,343	516	2/7·96	14·29	2,250,920	2/5·30	13·22	1,500,907	1/7·54	8·81	225,390	2·94	1·32	482,702	156,346	746,137	47,695	0·62	0·28	1,800,000	..				
1943-44	2,959,544	3/7·28	18·63	2,588,394	545	3/1·85	16·18	2,158,278	2/7·56	13·59	1,718,903	2/1·13	10·82	239,804	3·51	1·51	536,741	172,598	747,451	99,463	1·45	0·63	1,050,000	..				

* Includes amounts charged to—Unemployment Relief Funds 1937-38, £50; 1939-40, £28; Commonwealth Defence Works (Unemployment Relief) Account, 1939-40, £1,193; 1940-41, Cr. £10; 1941-42, £134; Trust Fund Railway Works (Defence purposes), 1940-41, £3,991.

† Includes amounts charged to—Commonwealth Defence Works (Unemployment Relief) Account, 1939-40, £3,313; 1940-41, Cr. £197; Loan Funds—Deferred Renewals, Replacements, &c., 1939-40, £55,000; 1940-41, £25,000.

‡ Includes £250,000 for each of the years 1929-30 and 1930-31, and £100,000 for each of the years 1931-32 to 1936-37 inclusive, for depreciation of Rolling Stock.

§ Includes amounts charged to—Unemployment Relief Funds 1930-31, £12,250; 1932-33, £59,135; 1933-34, £251,104; 1934-35, £151,139; 1935-36, £135,551; 1936-37, £152,061; 1937-38, £148,133; 1938-39, £119,302; 1939-40, £95,165; 1940-41, £1,795; Commonwealth Grant Rehabilitation (Storms and Floods)—1934-35, £20,800; 1935-36, £2,320; Commonwealth Defence Works (Unemployment Relief) Account—1939-40, £3,704; 1940-41, £253; Public Account Advances Act No. 4499—1937-38, £222,400; Trust Fund Railway Works (Defence purposes)—1940-41, £1,701; 1941-42, £1,658; 1942-43, £2,452; 1943-44, £722; Federal Aid Civilian Works Grant—1933-34, £1,000; 1939-40, £60,000; 1940-41, £42,782; 1941-42, £2,120; 1942-43, £118; Loan Funds—Deferred Renewals, Replacements, &c.—1939-40, £213,000; 1940-41, £224,285; 1941-42, £201; Surplus Revenue—1941-42, £20,000; 1942-43, £20,000; 1943-44, £17,836.

|| Calculated on the net expenditure of the Branch after deducting amounts charged against other Funds.

In the year 1937-38, the amount of Rolling Stock repairs (£1,300,597) includes £75,000 charged to Public Account Advances Act No. 4499. Similarly, the Electrical Branch is affected to the extent of £50 for Unemployment Relief Funds.

APPENDIX No. 4—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1929, TO 30TH JUNE, 1944 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	Other Expenditure.	TOTAL WORKING EXPENSES (exclusive of Pensions, &c.).			PEN-SIONS.	Adjustments.— Border Railways.	TOTAL WORKING EXPENSES (Including Pensions, &c.)			Less Amount Charged to Special Funds.	WORKING EXPENSES CHARGED TO RAILWAY REVENUE.		NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.				Percentage of Profit to Cost of Construction of Open Lines (Including Rolling-stock and Stores and Materials).	NET INTEREST CHARGES AND EXPENSES (Including Loan Conversion expenses).	EXCHANGE ON INTEREST PAYMENTS AND CONTRIBUTION TO NATIONAL DEBT SINKING FUND.	DEFICIT.	SURPLUS.
		Amount.	Per Average Mile Open.	Per Traffic Train Mile.			Amount.	Per Average Mile Open.	Per Traffic Train Mile.		Amount.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. on Railway Loans. †					
		£	£	s. d.	£	£	£	£	s. d.	£	£		£	£	s. d.		£	£	£	£	
1929-30	..	9,114,548	1,936	10/3·79	394,187	4,684	9,513,419	2,021	10/9·21	..	9,513,419	79·27	2,438,337	529	2/9·80	3·30	3·32	3,508,658	..	1,020,270	..
1930-31	..	7,261,062	1,542	9/1·27	425,334	20,998	7,707,394	1,636	9/8·01	12,250	7,695,144	76·89	2,313,214	491	2/10·82	3·08	3·10	3,596,758	183,863	1,467,407	..
1931-32	..	5,831,180	1,235	7/7·09	424,002	84,760	6,340,542	1,343	8/3·05	..	6,340,542	67·06	3,113,762	660	4/0·64	4·12	4·17	3,641,109	440,938	968,285	..
1932-33	..	6,110,556	1,294	7/11·72	417,651	54,965	6,583,172	1,394	8/7·12	69,135	6,514,037	68·96	2,932,084	621	3/9·93	3·88	3·90	3,223,873	402,705	694,494	..
1933-34	..	6,150,618	1,303	8/0·41	424,956	52,841	6,627,515	1,404	8/7·88	251,104	6,376,411	69·50	2,798,700	593	3/7·87	3·69	3·70	3,181,736	354,335	737,371	..
1934-35	..	6,303,876	1,335	8/1·38	450,867	50,845	6,805,588	1,442	8/9·13	171,939	6,633,649	70·41	2,787,443	590	3/7·06	3·68	3·68	3,056,766	300,301	569,624	..
1935-36	..	6,504,976	1,378	7/11·25	489,392	..	6,994,368	1,482	8/6·41	137,871	6,856,497	70·76	2,833,428	600	3/5·49	3·73	3·72	3,032,530	301,530	500,632	..
1936-37	..	6,917,046	1,465	8/0·45	503,845	..	7,420,891	1,572	8/7·48	162,061	7,258,830	71·62	2,876,461	609	3/4·11	3·77	3·75	3,005,341	299,632	428,512	..
1937-38	..	7,791,504	1,650	8/8·37	484,381	..	8,275,885	1,753	9/2·86	445,633	7,830,252	80·43	1,904,823	403	2/1·52	4·08	2·46	1,840,531	303,034	238,742	..
1938-39	..	7,715,351	1,623	8/7·45	483,078	..	8,199,029	1,725	9/1·99	139,302	8,059,727	86·82	1,223,738	257	1/4·42	2·60	1·57	1,859,780	307,679	943,721	..
1939-40	..	8,011,875	1,684	9/5·06	482,940	..	8,494,815	1,785	9/11·87	436,406	8,058,409	81·72	1,803,183	379	2/1·44	3·76	2·32	1,879,991	318,011	394,819	..
1940-41	..	8,783,754	1,846	8/10·65	474,762	..	9,258,516	1,945	10/5·07	299,580	8,958,936	79·71	2,280,487	479	2/6·80	4·69	2·93	1,914,782	327,969	..	37,736
1941-42	307,503*	11,179,673	2,356	12/3·03	471,455	..	11,651,128	2,455	12/9·23	51,548	11,599,580	79·89	2,920,259	615	3/2·41	5·93	3·73	1,942,912	332,797	..	644,550
1942-43	1,012,581*	13,608,651	2,860	14/9·16	462,668	..	14,071,319	2,957	15/3·18	31,281	14,040,038	82·44	2,989,622	628	3/2·92	6·00	3·82	1,883,943	323,070	..	782,609
1943-44	502,635*	12,773,856	2,689	15/6·78	458,169	..	13,232,025	2,785	16/1·48	18,608	13,213,417	83·20	2,068,471	562	3/3·02	5·30	3·40	1,895,527	327,917	..	445,027

† This percentage is calculated on the loan liability allocated to the Railways. £30,000,000 of railway loan liability was transferred to the General Account of the State on 1st July, 1937.
 * 1941-42, Child Endowment Pay-roll Tax, £163,761; War Damage Insurance, £30,521; Air Raid Precautions, £113,221 (Includes £24,615 and £320 charged to Commonwealth-State A.R.P. Account and Act 4645, Special Appropriation, National Security Regulations, respectively).
 † 1942-43, Child Endowment Pay-roll Tax, £194,643; War Damage Insurance, £63,904; Long Service Leave, £12,970; Provision for Deferred Ordinary Way and Works Maintenance, £400,000; Provision for Accrued Leave, £285,000; Air Raid Precautions, £51,064 (includes £8,711 charged to Commonwealth-State A.R.P. Account).
 † 1943-44, Child Endowment Pay-roll Tax, £201,494; War Damage Insurance, £33,918; Long Service Leave, £33,559; Provision for Deferred Ordinary Way and Works Maintenance, £54,000; Provision for Accrued Leave, £167,771; Air Raid Precautions, £11,943.

APPENDIX No. 5.

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID BY THE VARIOUS BRANCHES DURING THE YEARS ENDED 30TH JUNE, 1944, AND 30TH JUNE, 1943 (EXCLUDING BUTTY GANG EMPLOYEES).

Branch.	Year ended 30th June—					
	1944.			1943.		
	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.
	£	£	£	£	£	£
Way and Works	259,652	2,027,620	2,287,272	292,736	1,864,516	2,157,252
Rolling Stock	877,180	2,493,356	3,370,536	892,707	2,409,632	3,302,339
Transportation	49,838	2,405,492	2,455,330	51,677	2,372,767	2,424,444
Electrical	75,701	247,945	323,646	64,333	222,427	286,760
Other Branches	39,872	669,089	708,961	29,213	629,898	659,111
Total	1,302,243	7,843,502	9,145,745	1,330,666	7,499,240*	8,829,906

* Includes £79 provided from Federal Aid Roads and Works Grant for track maintenance.

APPENDIX No. 6.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30TH JUNE, 1944, AND 30TH JUNE, 1943 (EXCLUDING BUTTY GANG EMPLOYEES).

Branch.	1944.			1943.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Secretary's	86	144	230	87	146	233
Accountancy	304	340	644	304	337	641
Stores	100	606	706	98	588	686
Way and Works	398	5,952	6,350	406	5,609	6,015
Rolling Stock	393	8,493	8,886	395	8,569	8,964
Transportation	1,683	5,492	7,175	1,688	5,478	7,166
Electrical	112	752	864	107	700	807
Refreshment Services	24	935	959	25	913	938
Total	3,100	22,714	25,814	3,110	22,340	25,450

This statement is compiled by averaging the number of individuals actually employed during each fortnightly pay period. In the case of casual employees the equivalent number of full-time men is included.

AVERAGE NUMBER OF STAFF (EXCLUSIVE OF BUTTY GANG EMPLOYEES) THAT WOULD HAVE BEEN REQUIRED IF ALL TIME PAID FOR HAD BEEN WORKED BY EMPLOYEES IN FULL-TIME EMPLOYMENT AND WORKING ORDINARY HOURS, DURING THE YEARS ENDED 30TH JUNE, 1944, AND 30TH JUNE, 1943.

How Employed.	1944.	1943.
On Working Expenses	24,794	24,422
On Capital and Other Funds (including Electric Tramways and Road Motor Services) ..	4,118	4,334
Total	28,912	*28,756

* Excludes railway staff employed in the Munitions Annex.

APPENDIX No. 7.

STATEMENT SHOWING THE TOTAL COST OF EACH LINE (INCLUDING WORKS AND EQUIPMENT THEREON), AND OF ROLLING STOCK, STORES AND MATERIALS, &c., AT 30TH JUNE, 1944.

(As from 1st July, 1937, £30,000,000 of Loan Liability was transferred to the State's General Account (*vide* Act 4429 of 1936). Full particulars are contained in Appendix No. 8 of the Annual Report for 1937-38. The figures shown in this statement are the costs as written down by £30,000,000 and by the depreciation since 1st July, 1937.)

LINES OPEN FOR TRAFFIC. (RAILWAYS)	£	LINES OPEN FOR TRAFFIC—continued.	£
Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction) ..	5,416,601	Brought forward	15,678,063
Bendigo to Echuca (including cost of Bendigo cattle yards and wharf at Echuca)	630,833	Geelong to Colac	346,025
*Deniliquin to Moama	168,804	Colac to Alvie	44,208
Moama to Echuca (including portion of cost of Echuca bridge)	11,617	Colac to Camperdown	139,518
Echuca bridge over the River Murray (balance of cost, excluding that borne by New South Wales Government) ..	21,252	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool)	350,015
Barnes to Balranald	546,466	Warrnambool to Koroit	69,877
Clarkefield to Lancefield	46,797	Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy)	90,599
Heathcote Junction to Bendigo (including cost of cattle siding)	284,143	Geelong (Queenscliff Junction) to Queenscliff	94,695
Carlsruhe to Daylesford	147,303	Moriae to Wensleydale	26,620
Daylesford Junction to North Creswick ..	143,205	Birregurra to Forrest	97,559
Redesdale Junction to Redesdale	63,929	Irrewarra to Beacac	34,628
Castlemaine to Dunolly	322,811	Beacac to Newtown	74,384
Dunolly to St. Arnaud (including cost of Carapooee ballast pits tramway) ..	141,213	†Colac to Beech Forest	39,650
St. Arnaud to Donald	89,380	‡Beech Forest to Crowes	27,157
Donald to Birchip	79,758	Timboon Junction to Timboon	80,327
Birchip to Woomelang	73,824	Terang to Mortlake	45,243
Woomelang to Mildura	398,621	North Geelong to Ballarat (including cost of North Geelong Loop Line) ..	1,650,563
Mildura to Merbein	12,646	North Geelong to Fyansford	3,006
Merbein to Yelta	29,177	Ballarat to Ararat	530,639
Red Cliffs to Werrimull	113,357	Ararat to Stawell	235,960
Werrimull to Meringur	52,877	Stawell to Horsham }	371,915
Meringur to Morkalla	29,095	Stawell to Grampians }	133,613
Nowingi towards Millewa South	60,022	Horsham to Dimboola	133,613
Dunolly to Inglewood	56,057	Dimboola to Serviceton (including cost of 1-16 miles constructed beyond Serviceton)	412,810
Ouyen to Cowangie	106,448	Sunshine to Parwan	268,110
Cowangie to Murrayville	21,953	Parwan to Gordon	343,043
Castlemaine (Maldon Junction) to Maldon	44,225	Gordon to Warrenheip	125,951
Maldon (Laaneecobrie Junction) to Melbourne	50,302	Bungaree Junction to Racecourse Reserve	2,174
Maryborough to Ballarat	268,570	Gheringhap to Maroona	392,249
Waubra Junction to Ballarat Racecourse ..	5,940	Ballarat East to Buninyong	53,932
Waubra Junction to Waubra	52,316	Ballarat Cattle-yards Branch	19,319
Maryborough to Avoca	47,010	Scarsdale Junction to Scarsdale	42,665
Avoca to Ararat	108,154	Scarsdale to Linton	61,006
Ben Nevis (Crowlands) to Navarre	41,198	Linton to Skipton	35,494
Bendigo to Inglewood	170,776	Burrumbeet Racecourse Junction to Burrumbeet Racecourse	2,033
Inglewood to Charlton	193,786	Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	376,946
Charlton to Wycheproof	87,339	Hamilton to Portland (including cost of sidings to piers at Portland) ..	253,410
Wycheproof to Sea Lake	74,099	Penshurst to Koroit	87,740
Sea Lake to Nandaly	36,955	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) ..	52,825
Nandaly to Kulwin	63,554	Hamilton (Coleraine Junction) to Coleraine	73,361
Wedderburn Junction to Wedderburn	11,139	Hamilton to Cavendish	33,938
Korong Vale to Boort	66,509	Cavendish to Toolondo	150,658
Boort to Quambatook	57,319	Braxholme to Casterton	119,165
Quambatook to Ultima	50,268	Heywood to Puralka (Mumbannar) ..	100,608
Ultima to Chillingollah	24,897	§Railways from Mumbannar and Murrayville to South Australian Border in connexion with Victorian and South Australian Railways to Mount Gambier and Pinnaroo	56,974
Chillingollah to Manangatang	26,597	Lubeck to Rupanyup	30,360
Manangatang to Annuello	58,093	Rupanyup to Marnoo	14,270
Annuello to Robinvale	81,855	Marnoo to Bolangum	29,587
Eaglehawk to Kerang	249,218	Murtoa to Warracknabeal	167,842
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ..	131,256	Warracknabeal to Beulah	49,638
Kerang to Murrabit	85,014	Beulah to Hopetoun	33,597
†Murrabit to Stony Crossing (including portion of cost of bridge over River Murray)	204,094	Hopetoun to Patchewollock	96,628
Swan Hill to Piangil	51,784	Horsham to Noradjuha	63,173
Piangil to Kooloonong	60,591	Noradjuha to Toolondo	22,007
Kooloonong to Yungera	31,967	East Natimuk to Goroke	36,834
Elmore to Cohuna	93,430	Goroke to Carpolac	42,524
Albion to Broadmeadows	£24,241	Dimboola to Jeparit	32,275
Footscray to Williamstown (including cost of tracks on piers at Williamstown) ..	2,299,066	Jeparit to Rainbow	23,293
Newport to Sunshine	31,618	Rainbow to Yaapeet	19,446
Newport to Geelong (including cost of Williamstown Racecourse Branch and tracks on Geelong Pier)	1,309,031	Jeparit to Lorquon	21,222
Williamstown Racecourse Junction to Altona Beach	15,963	Lorquon to Yanac	32,007
Carried forward	15,678,063	Essendon Junction to Essendon (including cost of Flemington Racecourse Branch)	324,840
		Carried forward	24,267,408

* Taken over by this Department on 1st December, 1923.

† The balance of cost of the bridge has been borne by the Public Works Departments of New South Wales and Victoria.

‡ 2-ft. 6-in. gauge.

§ The expenditure shown is portion only of the cost, the balance having been borne by the South Australian Government.

APPENDIX No. 7—continued.

STATEMENT SHOWING THE TOTAL COST OF EACH LINE, ETC.—continued.

LINES OPEN FOR TRAFFIC—continued.		£	LINES OPEN FOR TRAFFIC—continued.		£
Brought forward		24,267,408	Brought forward		38,269,090
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway) ..		2,800,387	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) ..		145,492
Bowser to Peechelba		54,235	Korumburra to Coal Creek		5,023
†Wodonga to River Murray (including portion of cost of bridge over River Murray) ..		34,343	Black Diamond Junction to Black Diamond		6,187
North Melbourne to Coburg		253,579	Korumburra (Jumbunna Junction) to Jumbunna		17,093
Coburg to Somerton		75,840	Jumbunna to Outtrim		22,276
Royal Park Junction to Clifton Hill ..		217,101	*§Welshpool to Welshpool Jetty		1,126
Fitzroy Branch		72,240	Alberton to Won Wron		82,023
Whittlesea Junction to Whittlesea ..		338,391	Won Wron to Woodside		39,195
Northcote Loop Line		11,590	Warragul to Neerim South		100,237
Tallarook to Yea		128,356	Neerim South to Noojee		99,446
Yea to Mansfield and Koriella		210,984	Moe to Thorpdale		90,430
Koriella to Alexandra		21,991	†§Moe to Walhalla		66,298
Mangalore to Shepparton		238,079	Morwell to North Mirboo		123,851
Shepparton to Numurkah		63,083	Traralgon to Heyfield		69,099
Numurkah to Cobram		55,035	Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) ..		175,645
Murchison East to Rushworth		42,311	Bairnsdale to Orbost		293,627
Rushworth to Colbinabbin		27,608	Maffra to Briagolong		40,227
Rushworth to Girgarre		35,624	Burnley to Darling		234,625
Toolamba to Tatura		33,090	Darling (near) (cost of bridge over Winton-road and associated works) ..		8,697
Tatura to Echuca		177,694	Darling (near) to Glen Waverley ..		166,424
Shepparton to Dookie		42,814	Hawthorn to Lilydale		851,818
Dookie to Katamatite		31,279	Lilydale to Healesville		170,866
Numurkah to Nathalia		35,020	Hawthorn to Kew		69,920
Nathalia to Picola		10,055	Ringwood to Upper Ferntree Gully ..		131,307
Strathmerton to 8 miles 23 chains ..		20,063	§Upper Ferntree Gully to Gembrook ..		47,172
8 miles 23 chains to Tocumwal		93,627	Lilydale to Warburton		98,712
Benalla to St. James		67,358	South Kensington to West Footscray ..		573,170
St. James to Yarrowonga		80,255	Melbourne to Essendon Junction ..		2,305,121
Yarrowonga to Oaklands		219,404	Refreshment Services Buildings ..		70,510
Benalla to Tatong		27,412			
§Wangaratta to Whitfield		17,664			
Bowser to Beechworth		153,291			
Beechworth to Yackandandah		77,380			
Everton to Myrtleford		60,666			
Myrtleford to Bright		70,792			
Springhurst to Wahgunyah		54,838			
Wodonga to Tallangatta		116,055			
Tallangatta to Cudgewa		218,190			
Spencer-street to Flinders-street ..		503,704			
Flinders-street to Port Melbourne (including cost of tracks on piers at Port Melbourne) ..	} Hobson's Bay Lines				
Flinders-street to St. Kilda					
Princes-bridge to Richmond					
Richmond to Cremorne					
Windsor to North Brighton		2,624,361			
Richmond to Picnic Station					
Cremorne to Windsor					
Picnic Station to Hawthorn					
North Brighton to Brighton Beach ..					
Princes-bridge to Collingwood		207,905			
Collingwood to Heidelberg		270,417			
Heidelberg to Eltham		109,271			
Eltham to Hurstbridge		81,639			
Brighton Beach to Sandringham		95,897			
South Yarra to Oakleigh		747,579			
Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branches to the Great Morwell Coy's Coal Mine and Hernes Oak to Yallourn) ..		1,322,994			
Sale to Stratford Junction		34,623			
†Oakleigh to Fairfield (from Ashburton to East Kew, including the Riversdale Loop, and from Fairfield to 30 chains 48 links)		202,270			
Caulfield to Frankston		515,137			
Frankston to Stony Point (including cost of sidings to pier at Stony Point) ..		84,458			
Baxter to Mornington		58,299			
Bittern to Red Hill		65,759			
Spring Vale Cemetery Line		11,484			
Dandenong Junction to Port Albert ..		677,217			
Koo-wee-rup to Yannathan		39,427			
Nyora to Woolamai		61,517			
Carried forward		38,269,090			
			Total cost of Way, Works, Buildings and Equipment		44,374,707
			ROLLING STOCK—		
			Broad-gauge		6,472,947
			Narrow-gauge		19,677
			Total		6,492,624
			TOTAL RAILWAYS		50,867,331
			ELECTRIC TRAMWAYS.		
			WAY, WORKS, BUILDINGS AND EQUIPMENT.		
			St. Kilda to Brighton		80,641
			||Sandringham to Black Rock		36,688
			Total		117,329
			ROLLING STOCK.		
			St. Kilda to Brighton		33,799
			Sandringham to Black Rock		1,195
			Total		34,994
			Total Electric Tramways		152,323
			ROAD MOTOR PUBLIC SERVICES.		
			Garage Buildings and Equipment		6,905
			Road Motor Coaches and Trucks		699
			Total		7,604
			Carried forward		51,027,258

† The balance of the cost of the bridge has been borne by the New South Wales Government.

‡ 2-ft. 6-in. gauge.

§ 4-ft. 8½-in. gauge, 2.42 miles.

¶ Riversdale Junction to East Kew section closed for traffic 7.9.43.

* Welshpool to Welshpool Jetty section closed for traffic 1.1.41.

† Platina to Walhalla section closed for traffic 1.4.44.

APPENDIX No. 7—*continued.*STATEMENT SHOWING THE TOTAL COST OF EACH LINE, ETC.—*continued.*

	£		£
Brought forward	51,027,258	Brought forward	51,190,982
LINES UNDER CONSTRUCTION.		Stores and Materials on hand and in transit	1,754,749
§Euston to Lette (including portion of cost of bridge over River Murray).. ..	131,936	Stores and Equipment on hand at Refreshment Rooms	124,475
		Materials in course of Manufacture	184,194
EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.		Total	2,063,418
§Mildura and Abbotsford—Portion of cost of bridges over River Murray.. ..	22,888	TOTAL COST—As Per Balance Sheet ..	53,254,400
‡Orbost—Snowy River bridge	8,900		
Total	31,788		
Total Cost of Railways, Electric Tramways, Road Motor Public Services, Railways Under Construction, and Works Pending Construction of Lines	51,190,982		
Carried forward	51,190,982		

§ The balance of the cost of the bridges has been borne by the Public Works Departments of New South Wales and Victoria.

‡ The cost shown represents portion only of the cost of the bridge, the balance having been borne by the Country Roads Board.

NOTE.—Tracks on piers and wharfs, to ballast pits, and to the Great Morwell Coal Mine are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 16.

APPENDIX No. 8.

STATEMENT OF TRAIN, LOCOMOTIVE, AND VEHICLE MILEAGE.

	Year ended 30th June—			Year ended 30th June—	
	1944.	1943.		1944.	1943.
TRAFFIC TRAIN MILEAGE.			DEPARTMENTAL MILEAGE.		
PASSENGER—			Light—Electric Locomotive .. 838 .. 751		
Country—Steam ..	2,222,641	3,327,691	.. Steam	303,098	352,446
.. Rail Motor ..	485,787	598,288	Ballast—Steam	123,293	115,222
Suburban—Steam ..	53,880	57,840	.. Electric Locomotive ..	414	327
.. Rail Motor ..	48,662	48,378	Electric Motor	6,561	5,332
.. Electric Motor ..	7,593,678	7,722,096	Inspection	†	†
.. Electric Locomotive ..	24	27	Water	†	†
			Departmental Coal ..	301,908†	335,785†
			Casualty and Doubling ..	†	†
			Miscellaneous	†	†
			Rail Motor	29,016	28,044
			Total Departmental Miles ..	765,128	837,907
MIXED—			SHUNTING.		
Country—Steam ..	493,049	614,923	Steam Locomotive ..	2,783,656	2,971,003
Suburban—Electric ..	1,776	1,612	Electric Locomotive ..	76,917	79,700
			.. Motor	2,097	5,058
			Fordson Tractor	7,993	6,919
			Rail Motor	5,681	5,650
			Total Shunting Miles ..	2,876,344	3,068,330
GOODS—			LOCOMOTIVE MILEAGE.		
Steam	5,406,074	5,956,375	Steam	12,393,553	14,676,842
Electric Locomotive ..	103,196	104,510	Electric Locomotive ..	227,081	227,225
Electric Motor	4,639	4,793	.. Motor	7,608,809	7,738,977
Total Traffic Train Miles ..	16,413,406	18,436,533	Fordson Tractor	7,993	6,919
			Rail Motor	569,146	680,360
			Total Locomotive and Motor Miles	20,806,582	23,330,323
ASSISTANT MILEAGE—			PASSENGER VEHICLE MILEAGE.		
Country Passenger—			Country—Steam	†	†
Steam	176,116	304,252	.. Rail Motor	915,259	1,006,372
Mixed—Steam	1,522	2,973	Suburban—Steam	†	†
Goods—Steam	201,722	272,574	.. Electric	42,124,496	43,052,189
.. Electric Locomotive ..	28,253	24,511	.. Rail Motor	63,504	64,243
Total Assistant Miles ..	407,613	604,310	Total Passenger Vehicle Miles	†	†
LIGHT MILEAGE—			GOODS VEHICLE MILEAGE.		
Country Passenger—			Loaded	132,424,072	139,216,918
Steam	5,447	8,877	Empty	47,987,634	50,279,940
Mixed—Steam	515	1,131	Total Goods Vehicle Miles	180,411,706	189,496,858
Goods—Steam	320,632	355,750	Total Vehicle Miles ..	†	†
.. Electric Locomotive ..	17,439	17,399	GROSS TON MILEAGE.		
.. Electric Motor ..	58	86	Passenger Trains—Steam ..	698,650,424	938,140,811
Total Light Miles ..	344,091	383,243	.. Electric ..	1,621,268,079	1,656,912,897
			Rail " Motor " and Fordson Tractor	20,367,092	22,308,146
			Mixed Trains	131,984,006	154,028,984
			Goods Trains	2,995,095,011	3,153,713,907
			Total Gross Ton Miles ..	5,467,364,612	5,925,104,745
TOTAL TRAIN (INCLUDING ASSISTANT AND LIGHT MILES)					
	17,165,110*	19,424,086*			

* These totals do not include Departmental Mileage.

† Equated.

‡ Records temporarily suspended.

APPENDIX No. 9.

STATEMENT SHOWING STEAM AND ELECTRIC LOCOMOTIVES, STEAM CRANES, PETROL RAIL MOTOR PASSENGER VEHICLES, STEAM AND ELECTRIC COACHING STOCK, ELECTRIC TRAMWAY STOCK, ROAD MOTOR VEHICLES, GOODS AND SERVICE STOCK AT 30TH JUNE, 1944.

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).	
		Total.	Average per Loco.		Total.	Average per Loco.		Total.	Average per Loco.
STEAM LOCOMOTIVES ..	564	lb. 14,114,740	lb. 25,026	15	lb. 208,724	lb. 13,915	579	lb. 14,323,464	lb. 24,738
ELECTRIC LOCOMOTIVES ..	12	265,800	22,150	..	..	..	12	265,800	22,150
STEAM CRANES	18	..	..	..	..	..	18	..	..
Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity (Passengers.)		Number.	Capacity (Passengers.)		Number.	Capacity (Passengers.)	
		Total.	Average per Vehicle		Total.	Average per Vehicle.		Total.	Average per Vehicle
STEAM COACHING STOCK.		No.	No.		No.	No.		No.	No.
Passenger Cars—									
1st Class	193	10,936	57	..	..	..	193	10,936	57
2nd Class	350	25,317	72	40	1,243	31	390	26,560	68
Composite	171	9,189	54	..	..	..	171	9,189	54
Sleeping Cars—									
1st Class	21	420	20	..	..	..	21	420	20
2nd Class .. ..	..	..	..	..	..	..	..	..	..
Special Cars	5	125	25	..	..	..	5	125	25
Parlor Cars	3	98	32	..	..	..	3	98	32
Dining Cars	5	228	45	..	..	..	5	228	45
Buffet Cars	5	152	30	..	..	..	5	152	30
Mail Vans	4	..	..	..	..	..	4	..	..
Luggage Vans	627	..	..	6	..	..	633	..	..
Carriage Trucks	2	..	..	..	..	..	2	..	..
Horse Boxes	50	..	..	..	..	..	50	..	..
Hearses	4	..	..	..	..	..	4	..	..
Brake Vans	(Included in Luggage Vans.)	..	..	..	..	..	..	..	..
Other Vehicles	4	..	..	..	..	..	4	..	..
Total	1,444	46,465	..	46	1,243	..	1,490	47,708	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors (Petrol)—									
2nd Class	25	581	23	..	..	..	25	581	23
Composite	15	825	55	..	..	..	15	825	55
Trailers—									
2nd Class	23	540	23	..	..	..	23	540	23
Composite	6	405	67	..	..	..	6	405	67
Luggage	3	..	..	..	..	..	3	..	..
Motor Trolley (Petrol)—									
2nd Class	1	5	5	..	..	..	1	5	5
Motor Trolley Trailers									
2nd Class	2	24	12	..	..	..	2	24	12
Total	75	2,380	..	..	..	..	75	2,380	..
ELECTRIC COACHING STOCK.									
Passenger Cars—									
1st Class	365	32,956	90	..	..	..	365	32,956	90
2nd Class	453	37,484	83	..	..	..	453	37,484	83
Composite	36	3,276	91	..	..	..	36	3,276	91
Parcels Vans	6	..	..	..	..	..	6	..	..
Total	860	73,716	..	..	..	..	860	73,716	..
ELECTRIC TRAMWAY STOCK.									
Single Truck Cars .. ..	..	..	..	..	..	..	8	300	37
Double Bogie Cars .. ..	..	..	..	..	..	..	23	1,184	51
Total .. ..	..	..	..	..	..	..	31	1,484	..

APPENDIX No. 9—continued.

STATEMENT SHOWING ROLLING STOCK, ETC.—continued.

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity.		Number.	Capacity.		Number.	Capacity.	
		Total.	Average per Vehicle		Total.	Average per Vehicle.		Total.	Average per Vehicle
GOODS STOCK.									
Box Goods Wagons	22	tons. 511	tons. 23·2	1	tons. 10	tons. 10·0	23	tons. 521	tons. 22·7
Coal Wagons	333	5,074	15·2	..	..	..	333	5,074	15·2
Open Goods Wagons	15,171	267,488	17·6	203	2,233	11·0	15,374	269,721	17·5
Cattle Wagons	617	6,670	10·8	15	150	10·0	632	6,820	10·8
Sheep Wagons	1,354	14,142	10·4	..	..	..	1,354	14,142	10·4
Louved Wagons	1,338	19,346	14·5	13	130	10·0	1,351	19,476	14·4
Refrigerator Wagons	415	5,658	13·6	1	10	10·0	416	5,668	13·6
Powder Vans	16	80	5·0	..	..	..	16	80	5·0
Flat Wagons	} 275	8,318	30·2	..	..	..	275	8,318	30·2
Bolster Wagons									
Brake Vans	(Included in Steam Coaching Stock.)			..	..	..	..	..	..
Other Vehicles .. ..	..	..	..	..	..	..	..	..	..
Total	19,541	327,287	16·7	233	2,533	10·9	19,774	329,820	16·7
SERVICE STOCK.									
Casualty or Breakdown Vans and Trucks	41	..	..	..	..	..	41	..	..
Water Trucks	158	..	..	..	..	..	158	..	..
Loco. Coal Trucks	(Included in Coal Wagons—Goods Stock.)			..	..	..	..	..	..
Ballast Wagons	162	..	..	..	..	..	162	..	..
Gas Vehicles	5	..	..	..	..	..	5	..	..
Workmen's Sleeping Cars	336	..	..	..	..	..	336	..	..
Store Van	1	..	..	..	..	..	1	..	..
Cranes (not locomotives) on trucks	13	..	..	..	..	..	13	..	..
Plough Van	1	..	..	..	..	..	1	..	..
Motor Inspection Cars (Petrol)	5	..	..	..	..	..	5	..	..
Other Vehicles	171	..	..	..	..	..	171	..	..
Total	893	..	..	..	..	..	893	..	..

ROAD MOTOR VEHICLES.

Type of Vehicle.	Petrol.		Diesel.		Producer Gas.		Total.	
	Number.	Capacity.	Number.	Capacity.	Number.	Capacity.	Number.	Capacity.
Coaches (Passenger)	7	86 (seating)	6	167 (seating)	..	..	13	253 (seating)
Cars (Domestic Service)	3	15 (seating)	..	..	5	25 (seating)	8	40 (seating)
Trucks (Goods)	5	295 cwt.	4	309 cwt.	23	1,822 cwt.	32	2,426 cwt.
Trucks (Domestic Service)	14	523 "	..	..	29	1,848 "	43	2,371 "
Trailers—Goods .. ..	..	..	..	..	..	..	15	1,420 "

APPENDIX No. 10.

STATISTICAL STATEMENT (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year 1943-44.	Year 1942-43.
1. Average Mileage of Railways open for Traffic	4,751	4,758
PASSENGER TRAFFIC.		
2. Passenger Train Mileage	2,954,952	4,233,440
	7,697,132	7,829,147
3. Earnings from Passengers Carried	*	*
	*	*
4. Number of Passengers Carried	*	*
	*	*
5. Number of Passengers Carried One Mile	*	*
	*	*
6. Average Miles each Passenger was Carried	*	*
	*	*
7. Average Number of Passengers per Car	*	*
	*	*
8. Average Earnings from each Passenger Journey	*	*
	*	*
9. Average Earnings per Passenger Mile	*	*
	*	*
<i>Per Average Mile of Railway Open.</i>		
10. Number of Passengers Carried	*	*
	*	*
11. Number of Passengers Carried One Mile	*	*
	*	*
12. Passenger Train Mileage	628	899
	34,672	34,952
13. Earnings from Passengers Carried	*	*
	*	*
<i>Per Passenger Train Mile.</i>		
14. Average Number of Passengers	*	*
	*	*
15. Average Number of Cars	6	6
	*	*
16. Average Earnings from Passengers Carried	*	*
	*	*
GOODS AND LIVE STOCK TRAFFIC—PAYING.		
17. Goods Train Mileage	5,761,322	6,373,946
18. Earnings from Goods and Live Stock	£7,485,131	£8,140,617
19. Number of Tons Carried	Est. 8,294,226	Est. 8,759,113
20. Number of Tons Carried One Mile	*	*
21. Average Haul per Ton of Goods (Miles)	*	*
22. Average Tonnage per Loaded Truck	9.50	9.47
23. Average Train Load (Tons)	209	199
24. Average Earnings per Goods Train Mile	25s. 11.81d.	25s. 6.52d.
25. Average Earnings per Ton	Est. 18s. 0.59d.	18s. 7.05d.
26. Average Earnings per Ton Mile	*	*
<i>Per Average Mile of Railway Open.</i>		
27. Number of Tons Carried (Paying Traffic)	Est. 1,746	Est. 1,841
28. Number of Tons Carried One Mile (Paying Traffic)	*	*
29. Goods Train Mileage	1,213	1,340
30. Earnings from Goods and Live Stock	£1,575	£1,711
GOODS AND LIVE STOCK TRAFFIC—GROSS.		
31. Average Tonnage per Loaded Truck	*	*
32. Average Train Load (Tons)	513	491
33. Average Number of Vehicles per Train—Loaded	22	21
34. Average Number of Vehicles per Train—Empty	8	7

* Records temporarily suspended.

APPENDIX No. 11.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1944.

Receipts	Amount	Expenditure	Amount
	£ s. d.		£ s. d.
To Balance at 30th June, 1943	100,000 0 0	By Expenditure for the year ended 30th June, 1944—	
„ Payment to Fund during the year ended 30th June, 1944, included in the Working Expenses of the Year—		(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	3,864 7 1
Railways £99,452 10 11		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	3,093 10 11
Electric Tramways .. 543 0 0	99,995 10 11	(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b)	42 17 9
		(d) Amount paid as compensation to employees of the Com- missioners for injuries sustained on duty or in the event of death to persons dependent upon such employees ..	14,647 10 9
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	40,211 9 4
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	32,313 8 8
		(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c.	5,822 6 5
		„ Balance at 30th June, 1944	100,000 0 0
	£199,995 10 11		£199,995 10 11

APPENDIX No. 12.

DETAILED STATEMENT OF RESULTS OF WORKING THE ST. KILDA-BRIGHTON
AND SANDRINGHAM-BLACK ROCK ELECTRIC TRAMWAYS.

	ST. KILDA-BRIGHTON.		SANDRINGHAM-BLACK ROCK.	
	Year 1943-44.	Year 1942-43.	Year 1943-44.	Year 1942-43.
Average Mileage of Tramway Worked ..	5.18	5.18	2.42	2.42
Car Mileage	522,542	527,693	124,460	124,361
Number of Passengers carried	6,853,093	6,720,346	2,228,593	2,095,896
Average Fare paid per Passenger	2.33d.	2.32d.	2.13d.	2.14d.
GROSS REVENUE—				
Passengers	£66,500	£64,921	£19,753	£18,710
Parcels	7	6	28	30
Miscellaneous	343	291	168	138
TOTAL GROSS REVENUE	£66,850	£65,218	£19,949	£18,878
Per Passenger Car Mile	30.70d.	29.66d.	38.47d.	36.43d.
Per Mile of Single Track	£6,453	£6,295	£4,309	£4,077
ORDINARY WORKING EXPENSES—				
Transportation Account	£23,997	£23,635	£5,360	£4,640
Way and Works Account	5,208	5,805	1,421	1,697
Rolling Stock Account	11,153	9,157	4,001	2,580
Power Account	6,764	6,453	1,693	1,632
General Expenditure	725	710	197	190
Payment into Railway Accident and Fire Insurance Fund	418	183	125	53
Pensions	683	647	..	..
Child Endowment Pay-roll Tax	828	827	220	194
TOTAL WORKING EXPENSES	£49,686	£47,417	£13,017	£10,986
Per cent. of Gross Revenue	74.32	72.71	65.25	58.19
Per Passenger Car Mile	22.82d.	21.57d.	25.10d.	21.20d.
Per Mile of Single Track	£4,796	£4,577	£2,812	£2,373
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£17,164	£17,801	£6,932	£7,892
INTEREST CHARGES	£4,240	£3,598	£1,526	£1,611
EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	441	391	159	176
CONTRIBUTION TO NATIONAL DEBT SINKING FUND	287	228	104	102
	—£4,968	—£4,217	—£1,789	—£1,889
PROFIT AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	£12,196	£13,584	£5,143	£6,003

APPENDIX No. 13.

THE CHALET, MT. BUFFALO NATIONAL PARK.

(Including Hostel at Mt. Hotham.)

CAPITAL EXPENDITURE AT 30TH JUNE, 1944.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation)	18,900	0	0			
Additions and improvements	69,259	7	6			
				88,159	7	6
Equipment	26,633	0	4			
Stock	3,275	11	6			
				29,908	11	10
				£118,067	19	4

WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1944.

	£	s.	d.		£	s.	d.
Stores, Freight, and Cartage ..	12,504	14	0	Accommodation and Buffet Sales	37,752	17	8
Salaries (including Superintendence), Wages and materials for operation and maintenance	24,768	19	0	Hire of Sports Material ..	3,025	0	9
Depreciation—Buildings ..	2,179	0	0	Motor Services	3,772	10	11
Interest and Exchange—Buildings	3,028	19	9				
Profit	2,068	16	7				
	£44,550	9	4		£44,550	9	4

APPENDIX No 14.

RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES RELATING TO REVENUE,
WORKING EXPENSES, INTEREST, EXCHANGE, ETC.,
FOR THE YEAR 1943-44.

REVENUE.

	£	s.	d.	£	s.	d.
Revenue shown by the Railways				15,974,634	8	3
To bring this amount into agreement with the Treasury figures deduct—						
Outstandings at 30th June, 1944, not included in the Treasury figures				699,949	9	4
				15,274,684 18 11		
and add—						
Outstandings at 30th June, 1943, collected in 1943-44 and therefore included by the Treasury in that year	834,437	8	1			
Amount credited by the Treasury to Revenue but by the Railways to Working Expenses	44	5	3			
	834,481 13 4					
Revenue as shown by the Treasury				16,109,166	12	3

WORKING EXPENSES.

Working Expenses as shown by the Railways	13,295,895	13	2			
To bring this amount into agreement with the Treasury figures add—						
(1) Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn	211	11	7			
(2) Amount credited by the Treasury to Revenue but by the Railways to Working Expenses	44	5	3			
(3) Amount credited by the Treasury to Railway Renewals and Replacements Fund and by the Railways to Working Expenses	5,274	18	4			
	5,274 18 4					
Working Expenses as shown by the Treasury				13,301,426	8	4
Net Revenue on the Treasury basis of Accounts				2,807,740	3	11

INTEREST, EXCHANGE, ETC.

The total of the Interest and Exchange Charges, Loan Conversion Expenses and Contribution to the National Debt Sinking Fund shown by the Railways is	2,230,602	6	7			
To bring this amount into agreement with the Treasury figures deduct—						
Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn	211	11	7			
	211 11 7					
Interest, Exchange, &c., Charges as shown by the Treasury				2,230,390	15	0
Surplus as shown by the Treasury				£577,349	8	11

RAILWAY POSITION SUMMARIZED.

	£	s.	d.
Revenue	15,974,634	8	3
Working Expenses	13,295,895	13	2
	2,678,738 15 1		
Net Revenue	2,678,738	15	1
Interest, Exchange, &c.	2,230,602	6	7
	£448,136 8 6		
Surplus	£448,136	8	6

APPENDIX No. 15.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1944.

Nil.

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1944.

Section.	Miles.
*Euston to Lette	30 $\frac{1}{4}$

NEW LINES AUTHORIZED BUT NOT COMMENCED AT 30TH JUNE, 1944.

Section.	Miles.
Mildura to Gol Gol (New South Wales Border Railway Act)	22
La La Siding to Big Pat's Creek	2 $\frac{1}{2}$
Orbost to Brodribb	6
Casterton to Nangeela	9

The work in each instance is indefinitely postponed.

LINES CLOSED FOR TRAFFIC AT 30TH JUNE, 1944.

Section.	Miles.	Date Closed.
Welshpool to Jetty	3.23	1.1.41
Riversdale Junction to East Kew	2.18	7.9.43
Platina to Walhalla	4	1.4.44

* Construction beyond Koorakee (14 $\frac{1}{2}$ miles) suspended and haulage of traffic on constructed portion discontinued.

APPENDIX No. 16.

MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for Traffic at 30th June.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1943-44.	5' 3" gauge ..	3.30	6.57	2.5	292.18	4329.00	4633.55	4966.94	1028.42	5995.36
	2' 6" gauge ..	..	..	..	.21	114.33	114.54	114.75	9.15	123.90
	Total ..	3.30	6.57	2.5	292.39	4443.33	4748.09	5081.69	1037.57	6119.26
	Electric Tramway*..	..	..	..	7.39	.21	7.60	14.99	1.40	16.39
	Grand Total..	3.30	6.57	2.5	299.78	4443.54	4755.69	5096.68	1038.97	6135.65
Year 1942-43.	5' 3" gauge ..	3.30	6.57	2.5	294.34	4329.02	4635.73	4971.28	1031.69	6002.97
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.52	131.50
	Total ..	3.30	6.57	2.5	294.55	4450.58	4757.50	5093.26	1041.21	6134.47
	Electric Tramway*..	..	..	..	7.39	.21	7.60	14.99	1.40	16.39
	Grand Total..	3.30	6.57	2.5	301.94	4450.79	4765.10	5108.25	1042.61	6150.86
		Average Mileage open for Traffic during the Year.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1943-44.	5' 3" gauge ..	3.30	6.57	2.5	293.44	4328.14	4633.95	4968.60	1029.74	5998.34
	2' 6" gauge ..	..	..	..	.21	117.33	117.54	117.75	9.38	127.13
	Total ..	3.30	6.57	2.5	293.65	4445.47	4751.49	5086.35	1039.12	6125.47
	Electric Tramway*..	..	..	..	7.39	.21	7.60	14.99	1.40	16.39
	Grand Total..	3.30	6.57	2.5	301.04	4445.68	4759.09	5101.34	1040.52	6141.86
Year 1942-43.	5' 3" gauge ..	3.30	6.57	2.5	294.34	4329.02	4635.73	4971.28	1030.58	6001.86
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.52	131.50
	Total ..	3.30	6.57	2.5	294.55	4450.58	4757.50	5093.26	1040.10	6133.36
	Electric Tramway*..	..	..	..	7.39	.21	7.60	14.99	1.40	16.39
	Grand Total..	3.30	6.57	2.5	301.94	4450.79	4765.10	5108.25	1041.50	6149.75

* Of the electric tramway mileage, 5.18 miles of double track and 1.14 miles of siding were of 5' 3" gauge; the balance was of 4' 8½" gauge.

APPENDIX No. 17.

RAILWAYS STORES SUSPENSE ACCOUNT.

	£	s.	d.	£	s.	d.		£	s.	d.
Funds provided at the date of the authorization of the Stores Suspense Account (30th June, 1896) ..	559,440	16	2				Stores and Materials on hand and in transit ..	1,754,749	7	11
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820 ..	50,000	0	0				Sundry Debtors ..	12,205	11	10
				509,440	16	2	Cash in Treasury and with Agent-General at 30th June, 1944 ..	86,195	2	11
Advances from Loan Account subsequent to 30th June, 1896 ..				1,040,559	3	10				
Sundry Creditors—										
Stock Creditors ..	268,210	2	8							
Commonwealth Govt. Deposit lodged 1940-41 ..	35,000	0	0							
				303,210	2	8				
				£1,853,210	2	8				
								£1,853,210	2	8

APPENDIX No. 18.

RAILWAY RENEWALS AND REPLACEMENTS FUND.

	£	s.	d.		£	s.	d.
Balance at 30th June, 1943 ..	3,961,302	15	4	Renewals and Replacements during the year—			
Funds specially appropriated under Act No. 4429	200,000	0	0	Rolling Stock ..	188,774	11	9
Additional funds authorized for 1943-44 by Parliament ..	850,000	0	0	Way and Works ..	76,195	14	9
Rail Motor and Road Motor, &c., depreciation	30,694	8	2	Electrical Engineering ..	620	19	3
Sundry sales and abolitions, &c. ..	31,258	7	3	Balance held in Treasury at 30th June, 1944 ..	4,884,914	5	0*
Interest on Investment ..	71,250	0	0				
	£5,150,505	10	9				
					£5,150,505	10	9

* Includes £3,850,000 at credit of Treasury Sundry Investments Interest Account.

APPENDIX No. 19.

DEPRECIATION—PROVISION AND ACCRUAL.

	During the Year ended 30th June, 1944.		Period 1st July, 1937, to 30th June, 1944.			During the Year ended 30th June, 1944.		Period 1st July, 1937 to 30th June, 1944.					
	£	s.	d.	£	s.	d.	£	s.	d.				
Special Appropriations ..	200,000	0	0	1,100,000	0	0	Normal Depreciation— Way, Works, Buildings, &c. .. Rolling Stock (including machinery and equipment in Rolling Stock Workshops) .. Electrical Engineering Plant and Equipment Electric Tramways, Rail Motors and Road Motors .. Balance at 30th June, 1944	168,079	12	6	938,848	9	0
Additional funds authorized by Parliament ..	850,000	0	0	4,150,000	0	0		360,076	15	4	2,584,599	7	3
Sundry depreciation provided in Working Expenses ..	36,694	8	2	254,682	2	8		130,353	2	6	833,754	17	5
Sundry sales, abolitions, &c. ..	31,258	7	3	542,014	3	4		8,520	17	10	147,582	13	6
Interest on Investment ..	71,250	0	0	103,125	0	0		522,172	7	3*	1,945,035	18	10
								£1,189,202	15	5	£6,449,821	6	0

* Includes Interest on Investment £71,250; Sales, &c., £31,258 7s. 3d.

APPENDIX No. 20.

STATEMENT OF CAPITAL EXPENDITURE.

	Year ended 30th June, 1944.	Year ended 30th June, 1943.
	£	£
New Lines and Surveys—		
Gross Expenditure	186	351
Credits	164	..
Net Expenditure	22	351
Additions and Improvements on Existing Lines—		
Gross Expenditure	193,693	220,966
Credits	57,592	246,642
Net Expenditure	136,101	Cr. 25,676
Rolling Stock (exclusive of Electric Tramways Rolling Stock)—		
Gross Expenditure	271,796	300,004
Credits	5,880	9,821
Net Expenditure	265,916	290,183
Electrification of Melbourne Suburban Lines—		
Gross Expenditure	127,275	166,897
Credits	1,876	481
Net Expenditure	125,399	166,416
Total Railways—		
Gross Expenditure	592,950	688,218
Credits	65,512	256,944
Net Expenditure	527,438	431,274
Electric Tramways (including Rolling Stock)—		
Gross Expenditure	4	22,009
Credits	5,843	4,038
Net Expenditure	Cr. 5,839	17,971
Road Motor Public Service (including Garage Accommodation)—		
Gross Expenditure	624	Cr. 327
Credits	1,263	1,380
Net Expenditure	Cr. 639	Cr. 1,707
Total—		
Gross Expenditure	593,578	709,900
Credits	72,618	262,362
Net Expenditure	520,960	447,538
Non-interest Bearing Funds	244,511	14,694
Interest Bearing Funds	276,449	432,844